

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

44, from April 1 to June 30, 2016

July 29, 2016

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Panama Papers in the troubled waters of shipbreaking



Shipbreaking goes through the from now on celebrated Panamanian law firm Mossack Fonseca. To go from beaching's hell to a tax haven you have to pass through the Urizen Shipping box, care of Mossack Fonseca & Co (Bvi) Ltd, Road Town, Tortola, capital city of the British Virgin Islands. Moved in the Caribbean, money is on the whole secure from curious inquisiters and tax collectors.

5 ships to be broken up by European and Russian owners were beached in Alang or Chittagong under the title of Urizen Shipping, the subsidiary of Mossack Fonseca. For the last voyage, the 5 merchant ships have been deflagged and were under the protection of Tuvalu and Niue, two Pacific micro-States.

In Belgium, an inquiry is conducted on the sale terms of the to be scrapped *Mineral Water* belonging to BOCIMAR, subsidiary of the Compagnie Maritime Belge (CMB). According to our estimation and the spot price of metal at the time, the sale brought in more than 5 million US \$. On her last voyage, the Belgium ore carrier was flying the flag of Niue and had been renamed *Water*. It could be also worth trying to get to the core of the terms of sale of the *Methania*, the LNG carrier owned by Distrigas another subsidiary of CMB that left Marseille, France, on May 13, 2016 to be scrapped in Turkey (see p 31).

At least 2 ships of one other great name of the European shipping, the German Hapag Lloyd, have been sold for demolition via Mossack Fonseca counsels and Urizen Shipping. The container ship *Barcelona Express* was broken up in 2013; she was under Tuvalu flag during her last voyage and had been renamed *Elona*. Given the spot price of metals in India at the time, she has been sold for around 7,5 million US \$. Her sistership *Genoa Express* has been sold for the same fate, at the same time, under the name *Noa* and the Tuvalu flag too.

2 ships belonging to a Finnish-Russian joint-venture were also sold for demolition in India through Urizen Shipping. The *Arctic Star* and *Arctic Sky* carried the Tuvalu ensign and had been renamed *Arctic T* and *Arctic S* for their last voyage towards Alang. The added sales brought in about 4,5 million US \$.

The Mossack Fonseca's instance is not a single one. In the issues 43 and 44 of the bulletin "Shipbreaking", some shell companies registered in St. Kitts and Nevis, Liberia or Singapore are noticeable.

The tax haven

British Virgin Islands. A Caribbean Archipelago. Population 28,000. The income tax rate for companies registered in the British Virgin Islands has been set to ... 0%. Capital taxes and capital gain taxes are non-existent. The British Virgin Islands are on the black lists of tax havens quoted by the European Union and the OECD (Organisation for Economic Co-operation and Development). Her majesty Queen Elizabeth II is Head of State of British Virgin Islands which are a British Overseas Territory.

The flags of convenience

Niue. Population 1190, 260 km², South Pacific island under free association with New Zealand recognized by the United Nations. Niue is on the black list of tax havens published by the European Union in June 2015. Its flag appeared in 2015 as a favoured flag of the last voyage.

Tuvalu. Population 9876, 26 km², one of the smallest State in the world. A Polynesian Archipelago consisting of 9 coral atolls, member of the Commonwealth, independent since 1978, member of the International Maritime Organisation since 2004. Tuvalu Maritime Register entitled to deliver certificates of navigation is managed from an office located in Singapore. The flag is popular for the last voyage.

The ships

Mineral Water (ex-*Ingenious*). IMO 9175066. Bulk carrier. Length 289 m, 20,297 t. Deflagged from Belgium to Niue for her last voyage as *Water*. Classification society Bureau Veritas. Built in 1999 in Okpo (South Korea) by Daewoo. Detained in 2002 in Ijmuiden (Netherlands). Sold as is in Singapore by her Belgian ship-owner BOCIMAR (a subsidiary of Compagnie Maritime Belge) in Urizen Shipping Ltd based in the British Virgin Islands prior to her departure for demolition in Bangladesh. 270 US \$ per ton including 750 t of bunkers. Cf. [Shipbreaking # 43](#), p 62. April 2016.

Arctic Star (ex-*Tegra*, ex-*Akademik Glushko*). IMO 8603418. General cargo. Length 132 m, 4,174 t. Deflagged from Malta to Tuvalu for her last voyage as *Arctic T*. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Stocznia. Sold by her Russian ship-owner Solchart Ltd Oy to Urizen Shipping Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in India. Cf. [Shipbreaking # 37](#), p 42. October 2014.

Arctic Sky (ex-*Millenium Dragon*, ex-*Luis Aboitiz*). IMO 9111242. General cargo. Length 134 m, 5,111 t. Deflagged from Malta to Tuvalu for her last voyage as *Arctic S*. Classification society Russian Maritime Register of Shipping. Built in 1996 in Kherson (Ukraine) by Khersonskiy SZ. Sold by her Finnish-Russian owner Solchart Ltd Oy to Urizen Shipping Ltd, a Virgin Islands-based shell company just prior to her departure for demolition in India. Cf. [Shipbreaking # 36](#), p 20. July 2014.

Barcelona Express (ex-*CP Sinaloa*, ex-*TMM Sinaloa*, ex-*Ming Promotion*). IMO 8406286. Container ship, 3266 teu. Length 270 m, 16,798 t. Deflagged from Bermuda to Tuvalu for her last voyage as *Elona*. Classification society American Bureau of Shipping then International Ship Classification. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag-Lloyd Ships Ltd to Urizen Shipping Ltd, a British Virgin Islands-based shell company which will have the ship renamed and deflagged and the classification switched prior to the last voyage to demolition in India. Cf. [Shipbreaking # 34](#) p 32. February 2013.

Genoa Express (ex-*CP Jalisco*, ex-*TMM Jalisco*, ex-*Ming Progress*). IMO 8501452. Container ship, 3266 teu. Length 270 m, 16,809 t. Deflagged from Bermuda to Tuvalu for her last voyage as *Noa*. Classification society American Bureau of Shipping. Built in 1988 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag Lloyd to Urizen Shipping Ltd - the exotic subsidiary company specialized in the clearance sale of old Hapag Lloyd ships (Cf. above *Barcelona Express*) - prior to her departure for demolition in India. Cf. [Shipbreaking # 34](#) p 33. February 2013.

Brest : it is no more fun for the sea

The ex Russian freighter *Captain Tsarev* is being cleaned up and dismantled afloat in the Bay of Brest, Brittany. A part of the asbestos removal operations were carried out along repair berth n°4, east of the port. The prefectural by-law authorizing the company Les Recycleurs Bretons to dismantle ships is only concerning pier n°5 and drydock n°1. No impact study has been done on berth n°4 to assess notably health risks for users and harbour workers.



DR

The so called green passport of the potential hazardous materials aboard the *Captain Tsarev* is a reflection of the ship's building date (1982) :

- 2 tons of asbestos bound to, for instance, brake linings, laggings, ropes and other equipments.
- Grey paints with a 20 g/kg lead content.
- External white paints with a 1,3 g/kg chromium VI content
- 500 fluorescent tubes each with a 10 mg de mercury content
- 500 m³ of CFC gas (chlorofluorocarbons) whose use is now forbidden in the European Union.
- 21 americium smoke detectors.
- Electrical sheaths must be considered to be containing PCB.

Must be added to this list that is not exhaustive, garbage (80 t), fuel and gasoil (300 t), lubricant (2000 liters), 70 m³ of sludge and contaminated water in the slop tanks and some 1000 m³ of polluted waters from the 2014 September fire and extinction, not to mention the soots. The Recycleurs Bretons wish to dismantle as long as possible afloat and shorten as far as possible the use of the drydock of which the running cost is high.

The risks from toxic dusts blowing away in the waters of the Bay of Brest and from incidental oily leakage have not been taken into account and quantified as much as they should be. The usual extreme windy and rainy conditions in the West of France and at Brest have been neglected not to mention the submersion risks. On the narrow and surrounded by water n°5 platform, it is also planned to grind polluted timber from demolition works and to store waste meant for sea-going export. These two outdoor activities are likely to worsen the plume of toxic dust. See also p 46.

Defense secret aboard the *Colbert*

The cruiser *Colbert*, which was once the flagship of the French Navy along with the aircraft carrier *Clemenceau* has probably been the single military vessel ever to be equipped with a bidet. Indeed, Mrs Yvonne de Gaulle, going with her husband in a thundering sea trip towards Quebec Province, had insisted the presidential bathroom aboard the *Colbert* be fitted with this sanitary equipment. The pair boarded on the battle cruiser on July 15, 1967 for a diplomatic visit planned from July 23 to 26 ; the visit was shortened on the 24 when the French President launched in Montreal his historical and very little diplomatic « Vive le Québec libre ».

The question is whether the bidet of Mrs de Gaulle is always in place. Only a few people are in the know. The *Colbert* left Brest in Brittany on June 3, 2016 in tow of the *Croisic* heading to Bassens demolition yard near Bordeaux.



© net marine



© L'épi d'Or

A not-protected species threatened by extinction in Canada

Just as the rest of the world, the Great Lakes are hit by decline in trade and weak freight rates. Grain withholds somewhat but demand in iron ore and even more so in coal has plunged. Experts are pessimistic: a quarter of lakers should be laid up or sent to demolition... The biggest Canadian shipping companies are reducing their fleet. Turkey, 10,000 km away, remains the preferred final destination despite the fact that demolition yards exist in Canada. Marine Recycling Corp has developed this activity for 40 years now on Lake Erie at Port Colborne. A new site could be opened in Nova Scotia under the impulse of RJ Mac Isaac, who removed the wreck of the *Canadian Miner* beached in 2011 on Scatarie Island at the beginning of her final voyage towards Turkey.



Gone

Algoma Central Corp is the first of the Canadian ship-owners to shoot : it announced 5 demolitions. Things are going fast. The *Algomarine* and the *Algoma Navigator* renamed the *Mari* and the *Navi* have just arrived at Aliaga breakers, followed closely by the *Peter*, ex-*Peter R Cresswell*, all under Sierra Leone flag (Cf. p 62 and 63). Demolition of the *Peter R Cresswell* seemed to have been scheduled in the Great Lakes but after a winter lay-up in drydock at Port Colborne, she crossed the Welland canal and waited for a tugboat in Montreal to go to Turkey (Cf. p 79). On the other hand, the option of ferrying the small tanker *Algosar* up to Turkey was dropped. The sale of 5,000 t of scrap metals would have hardly covered the towing expenses. It is true that after the *Lyubov Orlova* and *Canadian Miner* disasters federal legislation requires powerful and well-maintained tug boats. The *Hellas* and *Charlene Hunt* era seems to have been ended. The *Algosar* will be demolished by Marine Recycling Corp in Port Colborne.

RJ Mac Isaac based in Antigonish, Nova Scotia, has developed a taste for ship recycling despite some slip-ups: the shipbreaker of the *Canadian Miner* had sold the 8,000 t of metal scrap from the bulk carrier to Inmarca from Toronto, Ontario, at the price of 230 US \$ per ton. The agreement was not fulfilled. RJ Mac Isaac filed a complaint for breach of contract and sent the recovered metal to a secondary smelter ... established in Turkey. The ship demolition industry took a shot that wasn't without risk. They loaded the 8,000 t of scraps from the *Canadian Miner's* demolition aboard a ship fated to demolition, the *Catherine III*, ex-*Catherine Desgagnes*. Immediately after unloading in Istanbul, the *Catherine* left on her last voyage to Aliaga, truly the favorite graveyard for Canadian veterans (Cf. p 34).

RJ Mac Isaac has more success in public contracting. The company won a bid for the demolition of 2 Canadian Navy vessels, the replenishment tanker *Protecteur* and the destroyer *Algonquin*. See the Chapter « Military and auxiliary vessels – Canada » p 6.

Yet to come

The domestic branch of the CSL Group, Canada Steamship Lines, operates 19 ships on the Great Lakes; they started this season with only 9 ships. Among the laid-up ones at section 56 of the Montreal Port, are the *Oakglen* and *Atlantic Erié* and also the *Salarium*, ex-*Nanticoke*, serviced since 2009 for transporting salt from the Magdalene Islands and stuck at dock due to a mild winter and competition from vessels less fuel consuming. After the *Mapleglen* and *Birchglen* gone for Aliaga in October 2015, the president of CSL only is envisaging 2 breakings. He has other ideas to cut costs; end of April, the company requested a derogation to service a ship under a convenience flag in Canadian waters. From

May to October, the Bahamian *Cembay* will therefore transport 80,000 t of cement between Halifax and Montreal. Her multinational crew will not be replaced by a Canadian crew. Bypassing the legislation on coastal trade is deemed legitimate on technical grounds: no Canadian ship able to unload pneumatically was available in such short term.

A 3rd company, Lowers Lakes, plans to get rid of 3 self unloading bulkers. The victims have not yet been designated but a deadly blow to the veteran *Manitoba*, born *Mantadoc* in 1966, is highly probable.

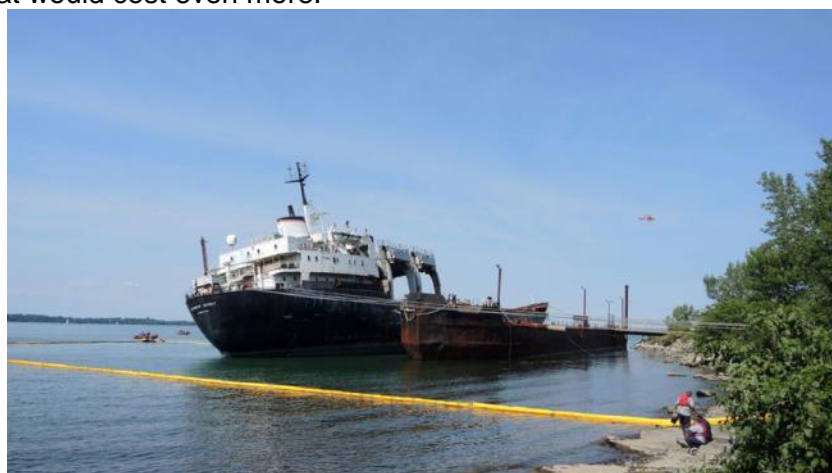


Manitoba, on the Welland Canal, 22 May 2015 © Jeff Cameron

Hoped for

The *Kathryn Spirit* is awaiting demolition since 2011 in Beauharnois. She had been docked there to be demolished on site by a Canadian company specialized in demolition of industrial buildings, the Groupe Saint-Pierre. The project having never seen the light, she was bought by Reciclajes Ecologicos Maritimos who intended to export her to Mexico. She never moved. In January 2016 the Mexican company forfeited ownership and at the same time its obligations to secure the ship. Bilge water accumulating is no longer pumped, deterioration is increasing fast. Federal authorities do not wish to take any action under pretext that the ship is not discharging any pollutant. In February 2016 a working group including delegates of Montreal and Beauharnois municipalities, of the Quebec Province and of the Federal state was mandated to evaluate the state of the ship and determine the best solution for her disposal. In June, coast guards were needed to wake up and intervene. The level of Saint-Louis Lake had decreased, the *Kathryn Spirit* was touching bottom, dangerously listing and threatening to capsize. Cables were set up to hold her in place and anti-pollution booms installed to prevent a possible fuel leak into the water supply for Montreal and its surroundings.

The workgroup's advice is yet still awaited. Demolition on the spot could cost between 10 and 15 million US \$. The other solution would be to tow her if this is still possible or carry her on barge towards a ship demolition yard. That would cost even more.



Kathryn Spirit, June 2016 © TVA Nouvelles

Military and auxiliary vessels

States' practices are unequal. Good or bad, they pull up or down the quality level of national ship-owner practices or those of the ports in which wrecks are abandoned. It is impossible for a western state who sends its ex-military ships to demolition in Asia to encourage of force civil owners to recycle end of life ships in close range ship breaking facilities.

Canada

In November 2015, the Canadian Navy awarded a 39 million US \$ contract to RJ Mac Isaac for the demolition of the replenishment tanker *Protecteur* and the destroyer *Algonquin*, both now decommissioned in Esquimalt, on the west coast. Demolition will be carried out in Liverpool port, Nova Scotia. The operation should last 2 years and employ 50 people full time on the site of the former Bowater Mersey paper factory. The 2 ships left their home port under tow via the Panama Canal. The tanker arrived on April 22 in Liverpool.

Protecteur. AOR 509. Replenishment tanker. Length 172 m, 8,380 t. Built in 1967 à Saint-John (New Brunswick, Canada) by Saint John Dry Dock and Shipbuilding Co Ltd. Commissioned on 30 August 1969. Officially transferred from the East coast fleet to the West coast fleet on 9 July 1993. She took part in military or humanitarian campaigns and exercises on all oceans: 1st Gulf War, rescue operations for the victims of hurricane Andrew, assistance to the international task force in East Timor.



© Canadian Navy

The *Protecteur* end of career is painful. After running into the *Algonquin* in 2013, she suffered several fires. On 27 February 2014, the fire lasted 11 hours during which the ship drifted off the Hawaiian coastline. She was towed back to her home post in Esquimalt, British Columbia.

At age 49, the *Protector* has almost doubled the service time assigned by the chief commandment. Her replacement just as that of her sister ship the *Preserver* have been thought of since 2004 but the Harper government had cancelled procedures for budget reasons. As to be expected, failures of the electrical system are recurrent. Maintenance of the boilers also is a problem: spare parts are hard to find, even on the Internet. Too badly damaged after the last fire, the tanker is decommissioned on 14 May 2015. A risky demolition for the workers. Tankers, even military ones, are systematically spoiled by hydrocarbon mud or scale and lined with asbestos.



Departure from Esquimalt, British Columbia. 12.000 km via the Panama Canal. © Chad Hipolito / Canadian Press

Algonquin. DDG 283. Destroyer, the last of the *Iroquois* class. Length 130 m, 5.100 t. Built in Lauzon by Davie Shipbuilding and commissioned in 1973. She spent the 1st part of her life within the Atlantic fleet before being transferred to the Pacific in 1994. Her permanent removal from service was planned for 2019.



© Canadian Navy

In August 2013, she departed for an exercise routine in Hawaii and collided with the *Protecteur* off Vancouver. Damages are estimated at 3 million, too much for a ship near the end of her career. She is decommissioned on 11 June 2015 and laid up in Esquimalt, British Columbia.



May 2016, *Algonquin*, departure from Esquimalt © Bruce Stotesbury / Time Colonist

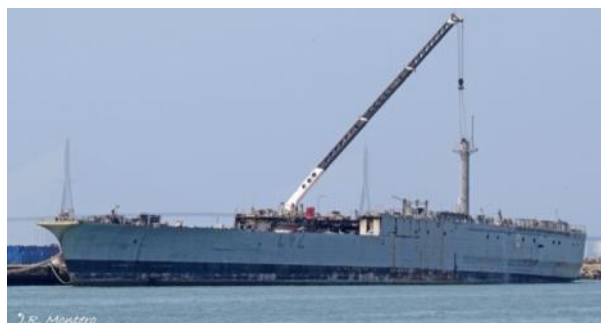
Canada is being careful. No exportation, no sinking, no artificial reefs. The ships were not dynamited along the coastline of British Columbia like the *Mackenzie*, *Saskatchewan*, *Cape Breton* and as late as 2015 the *Annapolis*. They crossed the Panama Canal under tow and will undergo a supervised demolition in a Canadian facility.

In 2014, the Navy also put an end to the career of the *Iroquois*, sistership of the *Algonquin* and *Preserver*, sistership of the *Protecteur*. Both could be subject to a new public tender for demolition. Let's wish the Canadian government decides to continue in the path of recycling rather than that of scuttling and reefing. Both belonged to the East coast fleet and are laid up in Halifax, less than 100 km away from Liverpool.

Spain



July 5, 2008, *Pizarro* departing from Valencia
© Manuel Hernández Lafuente



June 29, 2016, demolition in Cadiz
© José Ricardo Rodríguez Montero

The Armada is destocking. The landing ship *Pizarro* L 42 is being demolished in Cadiz. Length 159 m, the ex-*Harlan County* had been built in San Francisco (United States) by National Steel Co; the US Navy had sold her to the Spanish Navy in 1995. She transported and landed vehicles and personnel for military or humanitarian operations. She was decommissioned since 14 December 2012 in the Carraca arsenal in Cadiz. In February 2016, she had been auctioned at 922.000 €. The local company Desguaces y Reciclajes de la Bahía won the contract and began operations on site.

Her sistership *Hernan Cortes* had been sold for 240.000 € in 2013 and had been towed to demolition in 2014 to Arinaga, in the Canary Islands.

The *Principe de Asturias*, one of the smallest aircraft carriers in the world with her 196 m length, still is not yet set on her fate. Ordered in 1977, she was to be named *Almirante Carrero Blanco*, after the Minister and eminence grise of Franco killed in an ETA attack in 1973. Delivered in May 1982 but renamed at that moment *Principe de Asturias*, it's only in 1988 after some technical modifications that she entered service. After 25 years in operation, she fell victim of budget cuts and was decommissioned in February 2013 in El Ferrol, the same port as she was built. Her demolition has been evoked, but foreign Marines, Indonesia, the Philippines and unexpectedly Angola, have declared to be interested, before finally turning away. In December 2015 the news fell. Breakage. First bid 4.8 million euros. Too expensive. Despite several discounts and a final figure of 2.9 million euros, no recycling yard is interested in the former flagship of the Armada.

According to the ABC daily news, two Spanish buyers are looking towards the deal setting the condition that it be taken down to 1.5 million. One of them would be acting on the behalf of the Leyal Turkish shipbreaking yard, the appointed ship breaker for the Royal Navy. One remembers that the French aircraft carrier *Clemenceau* had originally been bought by Spanish interests before trying its lick in Turkey and India and ending up in the United Kingdom. The other possible buyer would want to tow her for demolition in the Canary Islands.

The *Principe de Asturias* is full of asbestos and PCBs.



2004 © US Navy



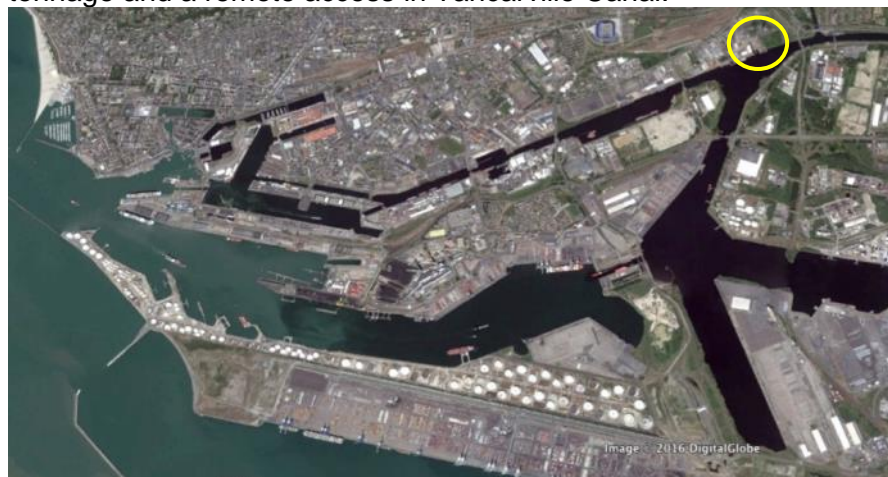
December 2013, docked at Navantia, in El Ferrol © José Pardo / La Voz de Galicia

France

The French Navy is clearing up its ex vessels in lots, as a principle in Europe.

The Gardet & de Bézenac facility in Le Havre was delivered the last ships from tender won in the summer of 2015. It included 18 small units decommissioned in the south subdivision of Var or in Brest. The last one to leave Brest military port was the small harbour tug *Bonite*.

At le Havre, the site is limited by the length of the available quay (160 m), the 58,000 t/year allowed tonnage and a remote access in Tancarville Canal.



Port of Le Havre



Gardet and de Bézenac facility
Image June 2015 © Screenshot Google Earth

The contract awarded to Galloo Recycling in Ghent in November 2015 covers the demolition of 7 units. The evacuations have started. The ex repair vessel *Jules Verne* from Toulon and the supply tug *Rari* laid up in Brest arrived under tow at the Belgian yard.



Beryl Fish, 57 m, oil industry supply
Built in 1983 by Bréheret shipyard at Ingrandes.



Rari, 51 m, nuclear test supply, leaving for demolition.
Built in 1984 by Bréheret shipyard at Coueron

© Erwan Guéguéniat

Rari. Similarly to the oil industry offshore supply vessel, *Rari* was a kind of nuclear test supply vessel. She was built for the direction of Nuclear Testing Center (direction du Centre des Expérimentations Nucléaires, DIRCEN). She left Brest and headed for Polynesia in February 1985. In the beginning of her career she was assigned to various duties - towing equipment to the nuclear test sites, patrolling - by her employer DIRCEN or for the CEA (Commissariat à l'Energie Atomique, the French Atomic Energy Commission), as well as civilian missions such as bringing supplies to the Polynesian islands, medical evacuations or salvage operations.

After France resumed nuclear tests in Mururoa and Fangatofa in 1995, her main duty was to support and supply teams in charge of the tests. On her whole career, she took part to 8 campaigns and 51 nuclear tests.

She was back to mainland France in the summer of 1998. She was then devoted to public services or humanitarian missions (assistance to distressed ships, *Erika* oil spill, hurricane Katrina). She was decommissioned in 2008. No information on the potential radiological contamination of some equipments.

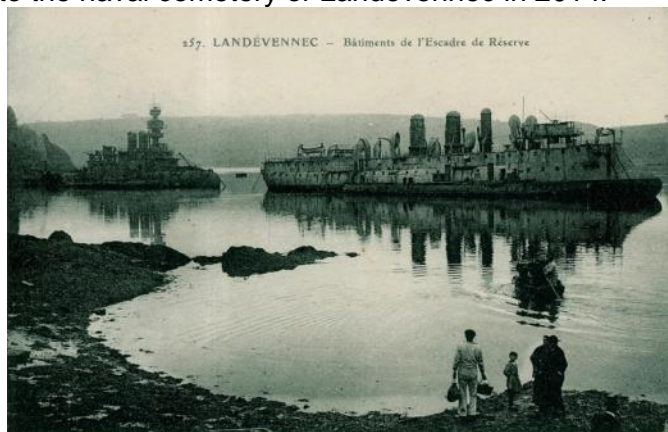
Yet to come

Another lot of old hulls was offered out for tender in April 2016. It includes 6 ex vessels : the frigates *Aconit* and *Duguay-Trouin* and 4 ex mobile support vessels launched at Lorient from 1961 to 1965, the sisterships *Rance*, *Rhône*, *Rhin* and *Loire*. Apart from the *Loire* recently decommissioned in 2009, all these ships have been used as breakwaters for 9 to 17 years in the Mediterranean or in Brittany.

The *Rance*, decommissioned in 1997 replaced the *Dives* in 2007 as breakwater at Saint-Mandrier naval instruction center. One remembers that the *Dives* was composing with the *Saone* and *Argens* a lot of ex ships in a very precarious state, difficult to ferry anywhere considering their late use. They were all demolished in Toulon. A floating dock had to be chartered from a Lithuanian shipyard. Today, only the *Rance* is in the Mediterranean ; the other ships to be broken up are decommissioned in Lorient and Brest. *Loire*, *Rhin* and *Duguay-Trouin* were moved to the naval cemetery of Landevennec in 2014.



Rance © Jean Louis Vienne/Mer and Marine



United Kingdom

The Royal Navy has no mercy. The exportation towards the Turkish shipbreaking yards is more than well-oiled, it's in automatic mode. The latest ship, delivered on June 23, 2016, was *HMS Endurance*, called the "*Red Plum*". The icebreaker has been laid up in Portsmouth since 2008 after her engine room was flooded off Chile. She nearly sank. She was repatriated by the semisubmersible specialized vessel *Target*, but was never repaired ; the repair cost was estimated to be 30 millions. Her final selling price remains unknown.



The *Red Plum* in glorious days © Kelly Whybrow



Returning home © Trevor Hudson

HMS Endurance (ex-*Polar Circle*). Icebreaker. Built in 1990 in Norway by Ulstein Hatlo. Length 91 m, 4,050 t. Assigned to patrol missions in Antarctica and South Atlantic. Damaged in 2008, decommissioned in 2012, demolished in 2016.

News from the severely injured ones

Stricken ships are clogging and polluting. The timeframe for pumping fuel, transferring cargo, cutting and removing the wreck and carrying its parts at dockside depends on the ship owner solvability, the location of the casualty, the State legal actions and the national and international public anger. It is worth remembering that the 2002 ill-fated *Joola* still lies on the seabed off Casamance in West Africa with more than 3000 bodies inside.

***Flinterstar*. North Sea. Belgium.** Sunk after a collision on 5 October 5, 2015. The ship had just left Antwerp, carrying 550 t of bunkers. The oil spill reached the Belgian, Dutch and French coastlines. Hatch covers have been torn off through waves, the ship, stuck on a sand bar, is a major risk for navigation. The Belgian justice had to force the Dutch ship owner of the *Flinterstar* to assume the costs of removal ; it had renounced its rights on the ship trying to avoid them. The forepart has just been refloated ; the stern part should be removed as well no later than end of August 2016.



Flinterstar. After 10 months on the seabed, several tons of toxic paints have been washed out at sea.

© Flinter



© DEME

TS Taipei. Taiwan. Grounded on March 10, 2016 and broken in 2. The last containers were removed mid May. The wrecks are being cut off on the spot. There is still fuel on board. « All we can do to avoid a second oil spill is to hope there will be no typhoons for 4 months, which is impossible » concludes a Taiwanese representative.

The operations should end by September. If all goes according to plan. Early July, Boskalis semi submersible barge *Giant 6* which was carrying metal scrap pieces from the wreck hit and damaged a wharf at the port of Keelung.



TS Taipei, 2 April © Lappino



Giant 6 © Splash 247

Ocean Tango. South Korea. Grounded on April 17, 2016. Being broken up on the spot (see p 61).



May 7



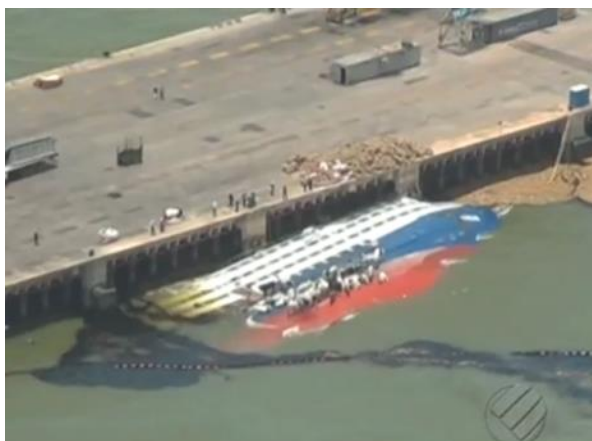
June 10

© Lappino

On the other hand, in South America, there are no news about the bulker *Los Llanitos* (Mexico) and the livestock carrier *Haidar* (Brazil). The formal notices ordering the removal of the wrecks have not been implemented.



Los Llanitos. Screenshot Google Earth



Haidar. Screenshot TV Liberal

Overview April-May-June 2016

recycled tonnage

- 1 Bangladesh, 1,1 million t (39%)
- 2 India, 554,000 t (20%)
- 3 Pakistan, 502,000 t (18%)
- 4 China, 299,000 t (11%)
- 5 Turkey, 177,000 t (6%)

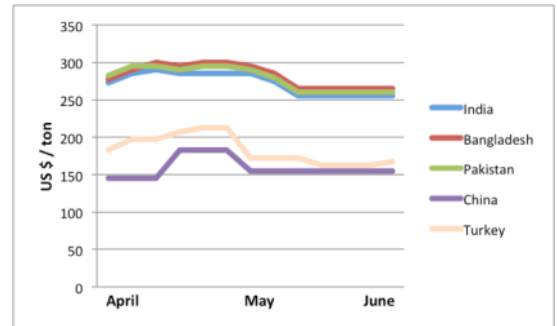
ships

- 1 Bangladesh, 89 (33%)
- 2 India, 58 (22%)
- 3 Pakistan, 41 (15%)
- 4 China, 31 (12%)
- 5 Turkey, 22 (8%)

The market has remained on a high level and prices have decreased. The tonnage scrapped since the beginning of the year 2016 reaches 5,7 million tons. It was 7 million tons for the whole year 2015 and 12, 5 million for the record year 2012.

In the undisputed top of the race, India and Bangladesh went on seesawing, Pakistan is just behind.

Since May, prices have dropped. 250 US \$ per ton from the 3 leaders of the Indian subcontinent. 150 US \$ per ton in China or in Turkey.



April-May-June. 269 merchant vessels went to be broken up, 246 of which (91%) in the Indian subcontinent, in China and in Turkey. Among these 246 ships, 53 had been built in Europe and 78 were owned by shipping companies established in the European Union or in the European economic area.

More than ever, ship owners sell to the best offering shipbreaking yards. After favouring the Chinese destination for years and after investing in the standardized demolition of container ships in partnership with Chinese facilities putting forward green recycling practises, Maersk, the number one shipping company, is back in India.



May 2016, Maersk Wyoming and Maersk Georgia in Alang © Imran Mustufa Memon

India buys at 250 US \$ per ton, China at 150. The gain is not negligible when one has to demolish a 20,000 t container ship.

recycled tonnage

- 1 : Bulk carrier, 1,4 million t (50%)
- 2 : Container ship, 743,000 t (27%)
- 3 : tanker, 253,000 t (9%)
- 4 : General cargo, 189,000 t (7%).

Ship category

- 1 : Bulk carrier, 118 (44%)
- 2 : Container ship, 50 (19%)
- 3 : General cargo 39 (14%)
- 4 : tanker, 24 (9%)

Bulk carriers (118 units) and container ships (50 units) represent 77% of the demolished tonnage. 26 large capesize bulkers (over 110,000 Dwt) were scrapped. The flow of container ships heading towards the breaking yards has resumed and is even stronger. This quarter, the family totalled 27% of the tonnage, compared to 13% for the whole year 2015.



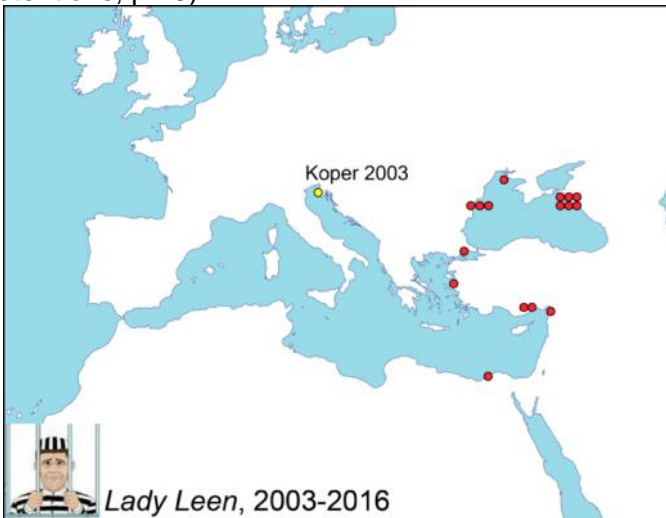
At least 48 ships (18%) were deflagged just prior their departure for demolition. St Kitts and Nevis (13 ships) and Comoros (12 ships) have delivered half of these last minut passports. Palau Archipelago ranks 3rd with 6 ships, ahead of Sierra Leone (5 ships) and Niue (4 ships).



After the bars, the breaking yard

89 % of the demolished ships were controlled by a classification society belonging to the IACS (International Association of Classification Societies). This label does not prevent deficiencies and detentions. At least 144 navires (54%) have been detained in ports throughout the world. The detention rate 74% for general cargo carriers, 67% for gas tankers, 62% for bulkers, 57% for car carriers and 40% for container ships.

With 17 detentions, the general cargo carrier *Lady Leen* wins the gold medal in the substandard ship contest (p 38). She was beached in India. She is beating up a vessel of the same category, the *Santa Maria* (11 detentions, p 41) demolished in Turkey and the bulk carrier *Kinda* bound for Bangladesh (8 detentions, p 75).



The detentions of *Lady Leen*, Romanian ship owner. She used to sail across the Mediterranean and the Black Sea
© Robin des Bois



but was nonetheless beached for demolition in India.
© Viral Shah

Years and meters

The age of the scrapped ones goes from 10 years for the damaged container ships *Safmarine Meru* (p 56) and *TS Taipei* (p 58) to 59 ans for the freighter *Kapetan Christos* (See The END p 87). The drop in life expectancy is confirmed : the average age is 26 years. For bulkers it's 23 years and even only 20 years for capesize. 20 years is also the container ship average age. Apart from the 2 damaged vessels, 10 other container ships 15 years of age or under have been sent to the breakers.

62 ships are under 150 m in length, 109 measure between 150 and 199 m and 98 are over 200 m. The convoy of ships broken up this quarter would stretch out along 51 km.

The heaviest of all is the ore carrier *K. Cosmos* (p 74), ex supertanker *Diamond Echo* built in Japan, beached in Bangladesh : 24 years old, 315 m in length, 240,853 Dwt, and a lightweight of 37,994 t.

K Cosmos, Singapore, November 2013 © Jan Ove



Post 2000 are to be scrapped

Shortage of freight, concentration of shipping companies, massification. Container ships and ore carriers are to be scrapped prematurely. For ship owners, they have more value dead than alive. In 2006, the average age of container ships at the end of their life was 28 years, the average age of bulkers was 31 years.



1 *Cathrine Rickmers*, 14 years old, 4426 teu
† Bangladesh



2 *Conti Taipei*, 14 years old, 5551 teu
† India



3 *MOL Promise*, 14 years old, 6350 teu
† Bangladesh



4 *Onga*, 15 years old
† China



5 *KWK Exemplar*, 15 years old
† Bangladesh



6 *DS National*, 15 years old, 6479 teu
† India



7 *Northern Endeavour*, 15 years old, 2456 teu
† India



8 *Tian Du Feng*, 15 years old
† China

1 Jerzy Nowak / 2 John Regan / 3 Pilot Frans Group / 4 Ivan Meshkov / 5 Peter Karberg / 6 Lappino / 7 Vyacheslav47 / 8 Tropic Maritime.

	Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).								
	Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.								
	Ship controlled by a Classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.								
	Ship and crew detained in a port for deficiencies.								
Flags of the last voyage									
									
Comoros	Congo	DR Congo	Marshall Islands	Niue	Palau	St-Kitts-and-Nevis	Sierra Leone	Tanzania	Togo

Offshore

Platforms

Pipe layer platforms, deepwater or midwater drilling platforms, semisubmersible or jack-up rigs, they have been operated in the North Sea, in the Mediterranean, in South-East Asia or in Brazil. Everyone wants them. On June 15, India received the biggest one of the quarter, the huge pipe layer platform *Castoro 7*, towed all the way from Brazil, after passing off Mauritius. They are not integrated in the « Shipbreaking » bulletin global evaluation but get mixed with ships in the shipbreaking yards.

A few examples of offshore platform beaching

Turkey : *Transocean John Shaw*, Vanuatu flag. *GSF Grand Bank*, Vanuatu flag. *GSF Rig 135*, Vanuatu flag. *Falcon 100*, Marshall Islands flag.



GSF Grand Bank in Aliaga © Selim San



ENSCO 56 in Gadani © Ovais Ki

Pakistan: *Enesco 56*, Liberian flag, 6,000 t

Bangladesh : *Rob Hew*, St Kitts and Nevis flag, 4,301 t. *Rob Roy*, St Kitts and Nevis flag, 4,552 t.



© Wahid Ferdous

non identifiées in Chittagong



© Sajjad Chowdhury

India : *Ocean General*, Marshall Islands flag, 12,450 t. *Castoro 7*, Panamanian flag, 35,018 t. *Triumph 109*, Marshall Islands flag.



Ocean General
© Rameshwar Swami



Triumph 109
© Kiran Pandya



Castoro 7
© Rameshwar Swami

Research vessel

Kondor Explorer (ex-*Kondor*, ex-*SSS Shanghai*) IMO 8201363. Ex offshore supply vessel converted in 1997 for the Norway-based Seabird Exploration. Length 61 m. Cyprus flag. Classification society Det Norske Veritas. Built in 1984 in Shanghai (China) by Hudong, she was one in a series of 9 offshore anchor handling supply tug. After 5 years in lay-up at Delfzijl, north of the Netherlands, she was towed for demolition in Gravendeel, south of Rotterdam (Netherlands).



Kondor 1993



Collection B.A.S.M. - © H. Hoffmann

At Gravendeel

Ocean Discovery (ex-*Ocean Discovery*, ex-*Fohn*, ex-*CGG Fohn*, ex-*Rig Master*).

IMO 8112550. Length 84 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1983 in Flekkefjord (Norway) by Flekkefjord Slip ; jumboized in 1994, lengthened from 72 to 84 m and equipped with an helicopter deck. Owned by Exploration Vsl Resources (Norway). Sold for demolition in Gravendeel (Netherlands).



Ocean Discovery, arrival at Lerwick (United Kingdom)
April 28, 2013. © Richard Paton

Seapol One (ex-*Aichi Maru*). IMO 8912572. Ex fishing vessel. Length 55 m, 656 t. Mongolian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Niigata (Japan) by Niigata Engineering. Owned by Ocean Connection Pte Ltd (Singapore). Sold for demolition in India.

Seapol One in Singapore, August 2007
© Foggy



Vos Westwind (ex-Gulf Pride, ex-Barracuda, ex-Sambro). IMO 7611470. Length 52 m. Liberian flag. Classification society Bureau Veritas. Built in 1977 in Marystown (Canada) by Marystown SY ; ex fishing trawler converted in 1986 to research vessel and lengthened from 47 to 52 m. Owned by Vroon Offshore Services Ltd, (United Kingdom). Detained in 2009 in Den Helder (Netherlands). Sold for demolition in Denmark.



Vos Westwind, North Sea, June 2010.
© Joao Viana

Drilling ship

Deepwater Navigator (ex-Peregrine VII, ex-Deepsea Worker, ex-Flex L.D., ex-Foresight Driller II, ex-Sedco 445). IMO 7112890. Length 168 m. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1971 in Tamano (Japan) by Mitsui. Jumboized in 1999, lengthened from 136 m to 168 m and widened from 21,4 to 26,3 m. Owned by Transocean Offshore Deepwater Drilling Inc (USA). Sold for demolition in Turkey.



Deepwater Navigator, May 2012, BAsin, Rio de Janeiro (Brazil) © Leonardo Carvalho

Offshore supply vesel

Binhai 291 (ex-Viking Girl). IMO 8022901. Offshore supply tug. Length 66 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Harstad (Norway) by Kaarbos. Owned by China National Offshore Oil (China). Sold for demolition in Xinhui, China.



Emre Omur (ex-Golfo de Siam, ex-Smitt-Lloyd-118, ex-Biehl Trader). IMO 7508879. Offshore supply tug. Length 64 m. Turkish flag. Classification society Turk Loydu. Built in 1977 in San Diego (California, USA) by Campbell. Owned by Solar Gemi Kurtarma Hizmetleri (Turkey). Detained in 2005 in Sfax (Tunisia). Sold for demolition in Turkey.



Emre Omur, October 2012 © sercanbozkurt

Offshore supply vessel

Esvagt Omega (ex-*Omega 807*, ex-*Seaforth Laird*, ex-*Lovat Salvator*). IMO 7404841. Ex offshore supply vessel converted in 1988 to standby-safety vessel. Length 64 m, 1,247 t. Danish flag. Classification society Bureau Veritas. Built in 1976 in Lowestoft Sud (United Kingdom) by Brooke Marine. Owned by Esvagt A/S (Denmark). Despite her Danish flag, *Esvagt Omega* snubbed the local shipbreaking yards of Grenaa and Esbjerg to be demolished at Papenburg (Germany), in a facility established on the River Ems and specialized in the dismantling of river-going ships.



July 4, 1997, Great Yarmouth (United Kingdom)
© stephen-s



12 June 2016 in Papenburg (Germany)
© Jochen Wegener

Magnum V (ex-*Seabulk Plover*, ex-*Red Plover*, ex-*Leiv Viking*). IMO 7401332.

Offshore supply vessel. Length 62 m. Sierra Leone flag. Classification society DNV/GL. Built in 1975 in Elmshorn (Germany) by Kremer Sohn. Owned by Minerva Maritime SA (Greece). Sold for demolition in India.



Magnum V at Mumbai, India, November 2013
© Gordon Dalzell

Ocean Clever (ex-*Havila Clever*, ex-*Kronbas*, ex-*West Penguin*, ex-*Atlantic Fosna*, ex-*Edda Atlantic*). IMO 7402477. Standby-safety vessel. Length 71 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1975 in Kristiansund N. (Norway) by Storviks ; jumboized and lengthened in 1986 from 59 to 71 m. Owned by Atlantic Offshore Rescue Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Pacific Marlin (ex-*Bigorange XI*). IMO 7810741. Ex offshore supply vessel converted in 1992 to standby-safety vessel. Length 58 m, 895 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1978 in Nandan (Japan) by Teraoka. Owned by Swire Pacific Offshore (Singapore). Since 2006, *Pacific Marlin* was chartered under a long-term contract by the British Indian Ocean Territories (BIOT) administration as a fishery patrol vessel in the Chagos Archipelago. She was based at Diego Garcia. In 2014, she was accused for discharging sewage in a protected lagoon : tests pointed levels of nitrogens and phosphates up to four times higher than normal levels. Sold for demolition in India.



Bigorange XI, Persian Gulf, 70's
© Brendan O'Donnell.



Pacific Marlin © Swire Pacific Offshore

Offshore supply vessel

Putford Artemis (ex-Coral Sea 2, ex-Moon Lady, ex-Aomjai III, ex-Selco Supply I, ex-Ibis Five). IMO 7392971. Offshore supply vessel. Length 58 m. United Kingdom flag. Classification society Det Norske Veritas. Built in Waterhuizen (Netherlands) by Pattje. Owned by Boston Putford Offshore Safety (United Kingdom). Sold for demolition in Denmark.



March 4, 2016, Great Yarmouth (United Kingdom)
© Paul Gowen



June 1, 2016, Grenaa (Denmark)
© Bendt Nielsen

Samudrika 11. IMO 8311766. Offshore supply tug. Length 51 m, 1008 t. Indian flag. Classification society Indian Register of Shipping. Built in Haora (India) by Hooghly. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

Samudrika 5. IMO 8311730. Offshore supply tug. Length 55 m, 1005 t. Indian flag. Classification society Indian Register of Shipping. Built in Visakhapatnam (India) by Hindustan. Owned by Shipping Corporation of India (India). Sold for demolition in Mumbai, India.

Vestfonn. IMO 8211849. Ex pipecarrier converted in 1985 to well stimulation vessel.



Length 82 m, 2,949 t. Indian flag. Classification society Indian Register of Shipping. Built in Forde (Norway) by Ankerlokken Forde. Owned by Baker Hughes Oilfield Services (India). Detained in 1998 and in 2006 in Esbjerg (Denmark). Sold for demolition in India.



Mumbai, February 2013 © Tanmay Mhatre

Vos Ocean (ex-Dea Ocean, ex-Needham Tide). IMO 8216473. Ex offshore supply vessel converted in 2006 to standby-safety vessel. Length 66 m. Barbados flag. Classification society American Bureau of Shipping. Built in New Iberia (USA) by McDermott. Owned by Nomis Shipping Ltd (United Kingdom). Sold for demolition in Belgium by Galloo Recycling.



Vos Ocean, January 20, 2014, Aberdeen (Scotland, United Kingdom) © Bobjak/ Shipspotting



Offshore supply vessel / Tug

Walvis 6 (ex-Zamil Abdullah). IMO 8211033. Offshore supply vessel. Length 61 m. Nigerian flag. Classification society Bureau Veritas. Built in 1982 in Kitakyushu (Japan) by Wakamatsu. Owned by Walvis International (CI) Ltd (Nigeria). Sold for an unspecified destination of demolition.



Walvis 6, Onne Port (Nigeria), December 29, 2009 © Bjorn Poulsen

Zomorod (ex-Permina Supply No,3). IMO 7353444. Offshore supply vessel. Length 50 m, 714 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1974 in Takamatsu (Japan) by Shikoku. Owned by Star Petroleum Co (United Arab Emirates). Detained in 2003 in Bushire (Iran) and in 2007 in Asaluyeh (Iran). Sold for demolition in India in Mumbai.



Tug

Alicorn (ex-Shamrock Master, ex-Seabulk Master, ex-Gimmos Master, ex-Nasser, ex-Riyadh). IMO 7626712. Length 47 m, 571 t. Comorian flag. Classification society Bureau Veritas. Built in 1976 in Kamijima (Japan) by Imai Seisakusho Co Ltd. Owned by Mubarak Marine LLC (United Arab Emirates). Sold for demolition in Pakistan.

MTide Salvage 1 (ex-Dongbang Pallas, ex-Salvigour). IMO 8409977. Length 67 m, 1,449 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1990 in Singapore by Jurong SY. Owned by Moses Tide Pte Ltd (Singapore). Sold for demolition in India.

Salvage Leader (ex-Tambau). IMO 7510468. Length 86 m. St. Vincent and Grenadines flag. Classification society American Bureau of Shipping. Built in 1976 in Tamano (Japan) by Mitsui. Owned by Asian Marine Co Ltd (Taiwan). Detained in 2004 in Shenzhen (China). Laid up since January 2012 in Kaohsiung (Taiwan). Sold for an unspecified destination of demolition.



Towing barges in Rotterdam (Netherlands), March 2010 © Martin Keijzer

Dredger

Beachway (ex-*Welsh Bay*, ex-*Volvox Frisia*, ex-*Transmundum VI*). IMO 7111808. Length 95 m. Panamanian flag. Classification society Bureau Veritas. Built in 1971 in Hambourg (Germany) by Norderwerft. Owned by Boskalis Baggermaatschappij (Netherlands). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



Beachway July 13, 2013, in Buenos Aires (Argentina) © Maxi Alonso



Chernoye More. IMO 6409569. Length 121 m. Deflagged from Ukraine to Tanzania for her last voyage. Unknown classification society. The suction dredger *Chernoye More* was built in 1964 in Nantes (France) by Ateliers et Chantiers de Nantes (Bretagne-Loire) for the Black Sea Shipping Company based in Odessa (Soviet flag). She was reflagged to Ukraine in 1991 in the fleet of the Black Sea & Azov Sea Dredging Company, based in Odessa; She was the company's oldest ship.



The dredger *Chernoye More* was the first in a series of specialized units built in Nantes for the Soviet Union between 1964 and 1977. First, there was her sister-ship *Baltiyskoye More* also delivered in 1964, renamed *Baltic Sea* in 2000 under the flag of St. Kitts and Nevis, managed by a Riga-based company (Latvia) and presently operated in the port of Lagos (Nigeria). Later, Nantes built the 128 meters long factory (fishing) ships *Nataliya Kovshova*, *Mariya Polivanova* and *Anatoliy Khalin* (1966-1967), then the 11,700 dwt reefers (fish carriers) *Amurskiy Zaliv*, *Rizhskiy Zaliv* et *Ussuriyskiy Zaliv* (1970-1971), and finally the 7,127 dwt cruiseship *Ayvazovskiy* (1977). All this Nantes-built fleet is now demolished except the dredger *Baltic Sea*.



Chernoye More casted ashore in the Black Sea near Yuzhny (Ukraine). May 25, 2007. © Viktor Krasnyuk



Aliaga © Selim Sam

The 3 500 m³ hopper capacity *Chernoye More* was refloated in May 2007 after running aground on the Black Sea coastline near the port of Yuzhny. It is not known whether, at the age of 43, she was repaired and actually resumed service. Sold for demolition in Aliaga and beached on June 1 under Tanzanian flag.

Dredger

Coronaut. IMO 8804452. Length 82 m. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Kinderijk (Netherlands) by IHC Smit. Owned by Boskalis (Netherlands). Sold for demolition in Ghent, Belgium by Galloo Recycling.



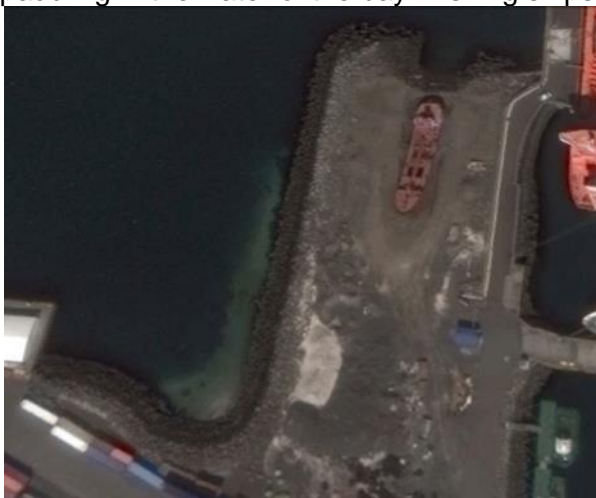
Coronaut, moored at Willemstad, Netherlands Antilles, December 22, 2016 © Cees Bustraan

Perla (ex-*Grjotjotunn*, ex-*Jorpeland*, ex-*Anne Soby*, ex-*Susan*). OMI 6423137. Ex cargo converted in 1967. Length 48 m. Icelandic flag. Unknown classification society. Built in 1964 in Husum (Germany) by Husumer. Owned by Glitnir HF (Iceland).



In the Bay of Reykjavik, July 14, 2011 © Hilmar Snorrason

Being broken up by Fura Ehf based in Hafnarfjordur in Faxaflói Bay, south of the capital city Reykjavik. Iceland has resumed beaching. The conditions of dismantling have not improved since the campaign pointed out by "Shipbreaking" in 2014 (Cf "[Shipbreaking # 35](#)", p 3-5, *Íslang*). Operations are carried out, paddling in the water of the bay. Fishing ships will follow.



Hafnarfjordur shipbreaking yard, May 22, 2016
Image Google Earth



Perla being broken up DR

Ferry



Mistral Express (ex-*Mistral*, ex-*Esterel*). IMO 7915101. Length 145 m. Deflagged from Morocco to Congo for her last voyage. Classification society Bureau Veritas. *Mistral Express* was originally the ferry *Esterel* owned by Société Nationale Maritime Corse-



Méditerranée (SNCM), delivered on April 30, 1981 by Dubigeon-Normandie shipyards, in Nantes. During her French carrier, she was operated on the Corsica connection, mainly from Nice, and on the lines from Marseille to Algeria.



The sisterships *Esterel* (left) and *Corse*.
© Eric Kerverdo /Marine Marchande.net

She was chartered on several occasions by the French State for military purposes. In March 1984, she made two crossings from Beirut to Larnaca (Cyprus) to repatriate the French UNIFIL troops (United Nations Interim Forces In Lebanon) leaving Lebanon. She later participated in the Operation Daguet (First Gulf War after the Invasion of Kuwait by Iraq) : from September 1990 to May 1991, she sailed three times from Toulon to Yanbu (Saudi Arabia) and on a longer journey from Toulon to Kuwait, each time carrying troops and equipment or bringing them back.

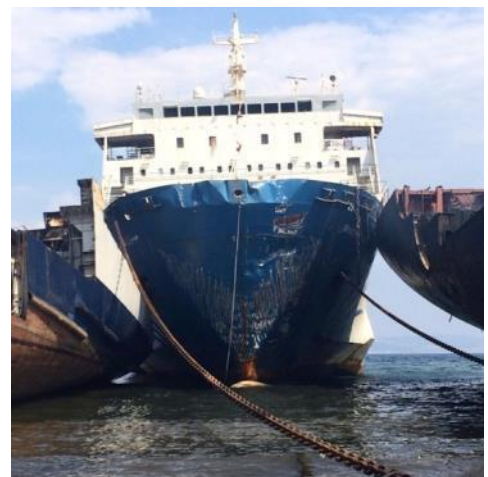


Mistral, departing Almería (Spain), June 2003
© Juanfra Monzón



Mistral Express, devant l'enclave espagnole de Melilla, July 2009 © F.Ybancos

After being decommissioned and laid-up, in March 1997 she was sold to the British Group Cenargo International, renamed *Mistral* under the Bahamian flag and assigned to the « FerriMaroc » service linking Nador (Morocco) and Almeria (Spain). In 2005, she was acquired by COmpagnie MArocaïne de NAVigation (Comanav) and became the Moroccan *Mistral Express*. She kept up her service on the Nador-Almeria link. In 2011, she evacuated Libyan refugees from Tripoli to Tangier. Due to her owner's financial difficulties, she was decommissioned in Nador early 2012. She left the port on June 12, 2016 under tow of *Izmir Bull* bound for Aliaga. She was beached on June 27 flying the Congolese flag.




Aliaga, June 2016 © Selim San

Her sistership, the *Corse*, sold by the SNCM administrator in bankruptcy to a Dubai-based company, left Marseille under tow on May 12, bound for Piraeus repair yards. According to the latest information, she is still at Spanopoulos shipyards, in Salamine. There is much asbestos on board.

Cf. « [Is the Corse about to migrate to Asia ?](#) », September 14, 2015 and « [Corse exfiltration](#) », May 13, 2016.

Ferry

 *Utopia 2* (ex-*New Shirayuri*). IMO 8604278. Length 184 m, 10,868 t. Deflagged from Panama to Palau for her last voyage as *Top*. Classification society Nippon Kaiji Kyokai. Built in Aioi (Japan) by Ishikawajima-Harima for Shin-Nihonkai Ferry Co. In the 60s, Japanese car ferries were aiming at compensating the then under developed motorway system ; they were seen as bypasses of the sea for lorries carrying goods produced by the booming Japanese industry. Later, Japanese ferries switched to passengers. The « *New White Pond Lilly* » is one of the generation 80 cruise ferries, designed to attract tourists with luxury cabins and public rooms. She was operated on the Japanese West coast between Otaru, Niigata, Tsuruga and Maizuru.



New Shirayuri © ship-broker.eu

In 2005, she was sold to Utopia Lines SA, another Japanese ship-owner, and started the 29 hour crossing time ferry service between Shimonoseki (Japan) and Taicang (China).



2008, *Utopia 2* in Shanghai industrial fog © Marc Ottini

Early 2016, the ship was offered on sale for 15 million US \$. She did not find a buyer for continued operations. She was acquired by the Indian broker Prayati Shipping to be broken up in India.



Top, beached in Alang ©

Passenger ship

Henna (ex-*Pacific Sun*, ex-*Jubilee*). IMO 8314122. Length 225 m. Maltese flag. Classification society China Classification Society. Built in 1986 in Malmö (Sweden) by Kockums MV. Detained in 2013 and 2015 in Tianjin.



This cruise ship was built as *Jubilee* in 1986 by Kockums shipyard in Malmö (Sweden) for the American company Carnival Cruise Lines. She was the third new ship of this group which was to become the number one in the cruise industry with a fleet of about 100 units today.

Official Carnival postcard of *Jubilee*
© Simplan Postcards

In 2004, she remained in the Carnival Group but was transferred to the subsidiary P&O Cruise Australia and became *Pacific Sun* flying the British flag ; she was dedicated to the Australian market. On this occasion, she lost her “whale tail“, Carnival cruise ships’ iconic funnel.



Pacific Sun departing Sydney (Australia),
November 3, 2007. © Clyde Dickens.

Pacific Sun was sold in 2012 to the Chinese group HNA, also owner of Hainan Airlines ; she was renamed *Henna* under Maltese flag. At the time she was the first cruise ship owned by a Chinese company. From 2013 on, HNA has been offering cruises from China to Korea or Vietnam. The company incurred financial losses because of the competition from more recent ships operated on the Chinese market by foreign ship owners. The vessel ceased operations in November 2015 and was delivered to Chinese breakers in Daishan (Zhejiang Province) in June 2016.



© HNA Cruises

Tanker

Adela (ex-*Brave*, ex-*Salamis*, ex-*Roxanne*, ex-*Gemini*, ex-*Willtoc Ajman*). IMO 8122464. Length 156 m, 6,030 t. Panamanian flag. Unknown classification society. Built in 1982 in Uwajima (Japan) by Uwajima Zosencho. Owned by Adena Maritime



SA (Marshall Islands). Detained in 2000 in Rotterdam (Netherlands) and in Rouen (France). Sold for demolition in Pakistan. 288 US \$ per ton.

Brave at Bonny Inshore Terminal (Nigeria), May 5, 2011 © Ivan Meshkov

Adventure (ex-*British Adventure*, ex-*BP Adventure*). IMO 8817655. Length 176 m, 7,895 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Sea World Management & Trading Inc (Greece). Sold for demolition in India. 307 US \$ per ton.



Alba (ex-*Ocean*, ex-*Belda*, ex-*Siteam Saturn*, ex-*Team Saturn*, ex-*Team Hada*). IMO 8618786. Length 186 m, 8,978 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by Val Enterprises SA (Greece). Detained in 2009 in Vlaardingen (Netherlands). Sold for demolition in Pakistan. 300 US \$ per ton including 150 t of bunkers.



Algosar (ex-*Gemini*). IMO 7634288. Length 132 m, 5,401 t. Canadian flag. Classification society American Bureau of Shipping. Double hull ship built in 1978 in Orange (Texas, USA) by Levingston as *Gemini* for the US ship owner Cleveland Tankers Inc. She sailed in fall 1978 for her maiden voyage from Baytown (Texas) to Detroit (Michigan). She was operated on the Great Lakes as a product tanker but was also able to carry chemical materials such as caustic soda, calcium chloride or nitrogen fertilizers. She flew the USA flag until she was acquired by the Canadian Algoma Central Corp in 2005 and renamed *Algosar*. Last winter she has been drydocked at Port Weller. On May 17, 2016, 2 tugs, *Jerry G* and *Radium Yellowknife*, came to tow her from Ontario Lake to Erie Lake through Welland Canal to Marine Recycling Corp shipbreaking yard at Port Colborne (Canada).



© Simon Laberge

Argosy (ex-British Argosy, ex-BP Argosy). IMO 8817667. Length 176 m, 7,806 t. Marshall



Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by Sea World Management & Trading Inc (Greece). Sold for demolition in Pakistan. 300 US \$ per ton.

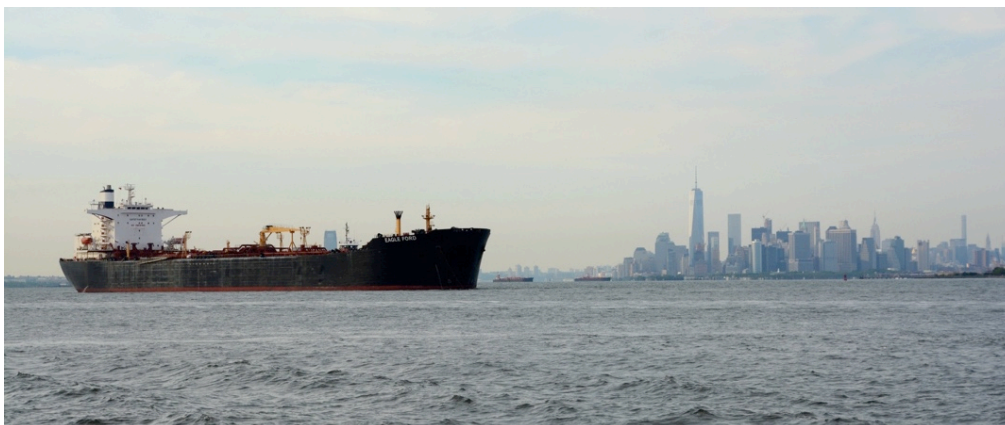
Argosy, in Ijmuiden (Netherlands), March 31, 2009
© Erwin Willemse

Arowana Madrid (ex-Kinmei n°2). IMO 8910859. Single hull double bottom ship. Length 103 m. Malaysian flag. Classification society Nippon Kaiji Kyokai ; her status has been suspended in April 2016 because of overdue survey date. Built in 1989 in Hakata (Japan) by Murakami Hide. Owned by Ban Hoe Leong Marine Supplies (Malaysia). Mainly used for bunkering. Sold for an unspecified destination of demolition. Mid June, she was still at Port Klang (Malaysia).

Can S-1 (ex-Trader, ex-Petrojam Trader, ex-Eastern Navigator, ex-Kakumei Maru). IMO 7725051. Length 88 m. Turkish flag. Classification society Bureau Veritas. Built in 1978 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Yapi Kredi Finansal Kiralama (Turkey). Detained in 2007 in Izmit (Turkey) and in 2009 in Poti (Georgia). Sold for demolition in Turkey.



Eagle Ford (ex-Kodiak, ex-Tonsina). IMO 7408081. Double hull tanker. Length 270 m, 24,869 t. USA flag, Comorian flag for her last voyage. Classification society American Bureau of Shipping. Built in 1978 in Chester (Pennsylvania, USA) by Sun Shipbuilding Corp for Alaska Tankers Co. In 2005, she was acquired by an Exxon Mobil subsidiary, Sea River Maritime, based in Houston (Texas, USA) and in 2014 by the Fort Lauderdale-based Seabulk Tankers Inc. She has been flying the American flag throughout all her career except for her last voyage towards the Pakistanese shipbreaking yards ; she had been renamed *Leo*.



Eagle Ford with downtown Manhattan skyline and the new World Trade Center in background New York (USA)
© Basil Karatzas Photographie Maritime

Faisal (ex-Tamara, ex-CSK Valiant). IMO 9002154. Double hull tanker. Length 247 m, 15,369 t. Saudi Arabia flag. Classification society Bureau Veritas. Built in 1990 in Mihara (Japan) by Koyo DY Co. Owned by Red Sea Marine Services (Saudi Arabia). Sold for demolition in Pakistan. 318 US \$ per ton.



Georgios M (ex-Bro Stella, ex-United Stella). IMO 9011868.

Double hull tanker. Length 213 m. Deflagged from Malta to St Kitts and Nevis for her end of life as *Georgios*. Classification society Det Norske Veritas. Built in 1995 in Pula (Croatia) by Uljanik. Detained in 2009 in Galveston (USA). Sold by her Maltese owner to Helford Marine, a St Kitts and Nevis-based shell company in May 2015 prior to her departure for demolition in Pakistan.



Kriton (ex-Myriad, ex-Trinidad). IMO 8904264. Length 185 m, 8,961 t. Bahamian flag. Classification society Bureau Veritas. Built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Ionia Management SA (Greece). Detained in 2004 in Sainte-Croix (US Virgin Islands) and in 2009 in Antwerp (Belgium). Sold for demolition in Bangladesh. 310 US \$ per ton.



New Alliance. IMO 9177947. Double hull tanker. Length 241 m, 15,685 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1998 in Namura (Japan) by Imari. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in Xinhui, China. 198 US \$ per ton.

New Amity. IMO 9177820. Length 241 m. Liberian flag. Classification society American Bureau of Shipping. Built in 1998 in Imari (Japan) by Namura. Owned by Associated Maritime Co (Hong Kong, China). Detained in 2016 in Geelong (Australia). Sold for demolition in Xinhui, China.

 *Ngol Luena (ex-Iver Express, ex-Product Express)*. IMO 8706088. Length 176 m, 9,413 t. Deflagged from Togo to Niue for her last voyage as *Luena*. Classification society International Ship Classification. Built in 1990 in Pula (Croatia) by Uljanik. Sold by son armateur Sonangol Shipping (Angola) to the Indian broker Elektrans Shipping prior to her departure for demolition in Pakistan.



At Lobito (Angola), January 2013
© Viktor/Shippspotting



Ona-Tridente. IMO 8808537. Length 181 m, 7,630 t. Deflagged from Argentina to Djibouti for her last voyage as *Trident*. Classification society Lloyd's Register of Shipping. Built in 1997 in Ensenada (Argentina) by AFNE. Owned by Trans Ona Samcif (Argentina). Sold for demolition in Pakistan, 15,000 km away.



Ona-Tridente, at Rosario (Argentina), August 2013 © Ussagus/Shippspotting

Sriracha Leader (ex-Zygi, ex-Torm Olga, ex-Olga, ex-Gunta, ex-Argo Europa). IMO 8814433. Length 182 m, 8,451 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Dalian (China) by Dalian SY Co. Owned by Nathalin Co Ltd (Thailand). Sold for demolition in China.

Chemical tanker

Stolt Aquamarine. IMO 8309529. Length 177 m, 11,468 t. Cayma, Islands flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Stolt-Nielsen (Netherlands). Detained in 2006 in Vlaardingen (Netherlands). Sold for demolition in India.



On Schelde River, passing Terneuzen (Netherlands) in August 2006 © **Marc Ottini**



Beached in Alang © **Viral Shah**

Stolt Topaz. IMO 8309555. Length 177 m, 11,410 t. Cayman Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



Stolt Topaz, docked at Le Havre (France), on February 4, 2007. © **Marc Ottini**

Gas tanker

Gas Earl (ex-*Sigas Earl*, ex-*Laurits Kosan*, ex-*Laurits Tholstrup*, ex-*Traenafjell*). IMO 8026385. Length 77 m. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1983 in Sandnessjoen (Norway) by Nord-Offshore. Owned by Gesan Yatirimve Ticaret AS (Turkey). Detained in 2008 in Antwerp (Belgium) and in 2012 in Midia (Romania). Sold for demolition in Turkey.



May 1994, *Laurits Kosan* leaving Le Havre (France). © **Pascal Bredel**



Gas carrier

Gas Master (ex-*Gent*). IMO 8403416. Length 155 m, 9,240 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tamise (Belgium) by Boelwerf. Owned by Gas Master Shipping (Turkey). Sold for demolition in Bangladesh. 285 US \$ per ton.



Gent leaving Antwerp (Belgium), passing Terneuzen, October 15, 2009. © **Marc Ottini**



Gas Master beached at Chittagong Coll. **Tony Dekerf**



Gaz Fareast. IMO 7904205. Length 135 m, 4,783 t. Deflagged from Panama to Comoros for her last voyage as *Gazal*. Classification society Lloyd's Register of Shipping. Built in 1987 in Sasebo (Japan) by Sasebo H.I. Owned by Naftomar Shipping & Trading Co Ltd (Greece). Detained in 2009 in Brindisi (Italy). Sold for demolition in India. 247 US \$ per ton.



In the Bosphorus, August 2012 © **Marc Ottini**

Marimar Gas (ex-*Shetland*, ex-*Maersk Shetland*, ex-*Svendborg Maersk*). IMO 7924035. Length 153 m, 8,215 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1981 in Lindo (Denmark) by Odense Staalskibs.



Owned by Benelux Overseas Inc (Greece). Sold for demolition in India. 340 US \$ per ton.

Marimar Gas, Suez (Egypt), February 2012 © **Bodolinsky**



Methania. IMO 7357452. Length 280 m. Deflagged from Belgium to St Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1978 in Tamise (Belgium) by Boelwerf. 5 tanks, 131,580 m³, at the time she was the largest Liquefied Natural Gas carrier (LNG) in the world. Owned by Distrigas LNG Shipping NV, subsidiary of CMB (Compagnie Maritime Belge). Detained in 2004 in Carthagena (Spain). The senior LNG carrier had been awaiting to be given a notice of demolition since mid december 2014 at Marseille (Cf. "[A Belgian LNG carrier stranded at Marseille](#)", September 17, 2015 and "[Shipbreaking # 41](#)", p 4) although some hums were speaking in a low voice of a sale for continuing exploitation. Wirana Shipping, a Singapore-based middle company would have bought the ship for 180-190 US \$ per ton, the destination remaining unknown. Since May 1, 2016, *Methania* was registered as the shortened "*Methani*" in the Equasis database. Two weeks later, the tug *Bluster* arrived in Marseille (France) and took the *Methani* in tow, bound to Turkey to be demolished. After a few days offshore pending controversies about uncommon pollutions, she was beached on Aliaga's coastline under the name *Ethan* and the flag of St Kitts and Nevis. As a reminder, LNG carrier tanks may contain radioactive dust. Cf the chapter on Enhanced Natural Radioactivity in "[Shipbreaking # 40](#)", p12-13.

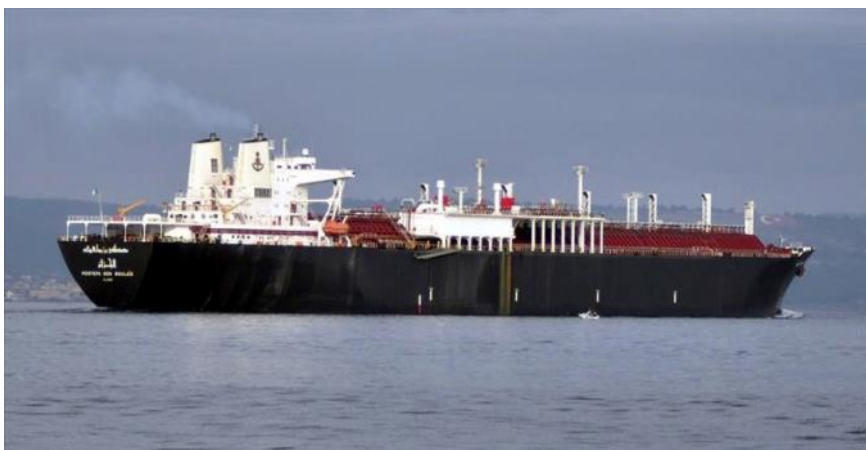


© Belgian Navy.be



Arrivée au large d'Aliaga © Selim San

Mostefa Ben Boulaïd. IMO 7359955. Length 279 m. Algerian flag. Classification society Bureau Veritas. Detained in 2014 in El Ferrol (Spain). Named after Mostefa Ben Boulaïd (1917-1956), one of the founder of the Algerian National Liberation Front, this 125,260 m³ capacity (6 tanks) LNG carrier was delivered in 1976 by Chantiers Navals de La Ciotat to Compagnie Nationale Algérienne de Navigation (CNAN). She was transferred in 1982 to Société Nationale de Transport Maritime d'Hydrocarbures et de Produits Chimiques (HYPROC) which at the time took over CNAN oil and gas tanker fleet. *Mostefa Ben Boulaïd* has mainly transported natural gas from Algeria to the United States.



December 2009 © Burak Akay

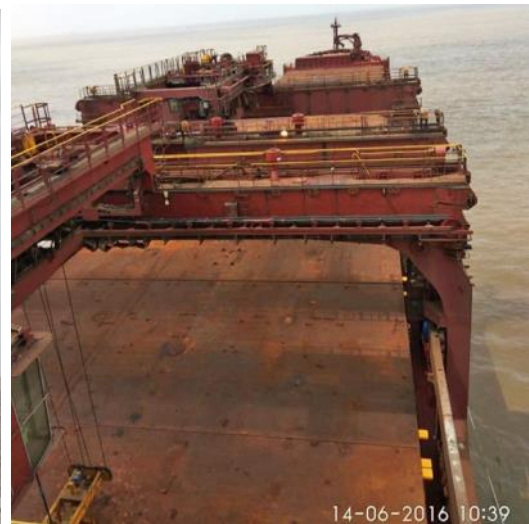
Mostefa Ben Boulaïd was the first in a series of 5 methane tankers built in France for Algeria. Then came in 1977 and 1979 *Larbi Ben M'hidi* and *Bachir Chihani* (129,767 m³) built in La Seyne by Constructions Navales et Industrielles de la Méditerranée, and in 1980 and 1981 *Mourad Didouche* and *Ramdane Abane* (126 130 m³) built in Saint-Nazaire by Chantiers de l'Atlantique. *Mostefa Ben Boulaïd* is the first one to be broken up. She is awaited in Turkey.

General cargo

Ardent (ex-YL Confidence, ex-CEC Confidence, ex-Sea Confidence, ex-CEC Confidence, ex-Bangkok Star I, ex-Clipper Confidence, ex-Maersk Savannah, ex-Seaboard Pacific, ex-Clipper Confidence). IMO 9169809. Length 100 m, 3,531 t. Panamanian flag. Classification society Bureau Veritas. Built in 1997 in Shanghai (China) by Zhonghua. Owned by Ariston Navigation Corp (Greece). Detained in 2000 in Bergen (Norway), in 2001 in Incheon (South Korea), in 2009 in Port Adelaide (Australia), in 2012 in Vigo (Spain) and in 2014 in Kalamaj (Greece). Sold for demolition in India.



Bahamas Pearl (ex-Barbet Arrow, ex-City of New Westminster, ex-Belforest) IMO 8324373. Length 199 m, 11,561 t. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by SMT Shipping Ltd (Cyprus). Detained in 2005 in Jacksonville (Florida, USA). Sold for demolition in India. 261 US \$ per ton.



Arrival at Alang, June14, 2016 © Alap Ghia

Banglar Kakoli. IMO 7611602. Length 155 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1979 in Shimonoseki (Japan) by Hayashikane. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2010 in Busan (South Korea), in 2012 in Guangzhou (China) and in 2015 in Colombo (Sri Lanka). Sold for demolition in Bangladesh.



Berthed at port of Santos (Brazil), September 9,2007.© Bruno Pricoli

Banglar Kallol. IMO 7611614. Length 155 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Hayashikane. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2006 in Richards Bay (South Africa). Sold for demolition in Bangladesh.



Bangsrimuang (ex-*Yayasan Tiga*). IMO 7915448. Length 113 m, 2,526 t. Thai flag. No classification society according to her last Port State control. Built in 1980 in Akitsu (Japan) by Taihei Kogyo. Owned by Wong Samut Navigation Co Ltd (Thailand). Detained in 2015 in Penang (Malaysia). Sold for demolition in Bangladesh.



Bao Heng (ex-*Overseas Uranus*, ex-*Uranus*). IMO 8706179. Ex tanker converted to general cargo carrier in 2009. Length 186 m, 11,043 t. St. Vincent and Grenadines flag. Classification society Registro Italiano Navale. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by HTM Shipping Co Ltd (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 295 US \$ per ton including 600 t of bunkers.



Tanker *Uranus* outbound in Delaware Bay (USA), August 2, 2005 © shipjohn



Cargo ship *Bao Heng* Westbound in Singapore Strait, March 14, 2013 © Knut Helge Schistad

Blue Phoenix I (ex-*Blue Phoenix*, ex-*Birch 2*, ex-*Pacific Grace*, ex-*Elise Oldendorff*). IMO 9134816. Length 149 m, 6,347 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Wuhu (China) by Wuhu SY. Owned by Blue Shipmanagement Corp (Greece). Detained in 2010 in Townsville (Australia), twice in 2012 in Rio Grande RS (Brazil), and in 2014 in Tilbury (United Kingdom) and in Novorossiysk (Russia). Sold for demolition in Bangladesh.



Bright Master (ex-*Chu Tian*). IMO 9073165. Length 130 m. Deflagged from Cambodia to Togo for her last voyage. Classification society China Classification Society. Built in 1994 in Tianjin (China) by Tianjin Xingang. Owned by Weihai World Shipping Freight Agency



Co Ltd (China). Detained in 2009 in Lianyungang (China). Sold for demolition in China.



Bright Master, on the Yangze River, May 2015 © Ivan Meschkov

Camogli Glory (ex-*Siderpollux*). IMO 8100741. Length 100 m, 3,510 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1982 in Castellammare (Italy) by Italcantieri. Owned by Niriis Shipping SA (Greece). Detained in 2002 in Barcelona (Spain), in 2009 in Ashdod (Israel), in 2012 in Izmir (Turkey), in 2014 in Vasiliko (Cyprus) and in 2016 in Haifa (Israel). Sold for demolition in Turkey.



Catherine III (ex-*Catherine Desgagnes*, ex-*Thorold*, ex-*Gosforth*). OMI 5133979. Length 125 m. Sierra Leone flag. Classification society Lloyd's Register of Shipping. Built in 1962 in Aberdeen (Scotland, United Kingdom) by Hall Russell. Owned by RJ Mac Isaac Construction Ltd (Canada).



Read about the career of the ship in "[Shipbreaking #41](#), Waiting for the blowtorches", p 3.



The ex *Catherine Desgagnes* left Nova Scotia early May 2016, carrying metal scrap from the demolition of *Canadian Miner*. She delivered her cargo to Diliskelesi in Izmit Gulf, and then sailed south to Aliaga shipbreaking yards.

She had kept her bronze spare propeller (which can be seen in front of the castle) in order to boost her selling price. Were the captain's and the cook's original cast iron bathtubs still on board ?

© Selim San



Egy Pride (ex-*Egy Rifer*, ex-*Good Rider*, ex-*Orlec*). IMO 8225333. Length 100 m. Deflagged from Egypt to Togo for her last voyage as *Bride*. Classification society Lloyd's Register of Shipping. Built in 1985 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Egyptian Feeder Services (Egypt). Detained in 2002 in Hong Kong (China). Sold for demolition in Turkey.



Orlec outbound on the Schelde, passing Terneuzen, September 19, 1989. © Stefan Foerst

Fenella (ex-*Virginia Rainbow*). IMO 8501581. Length 159 m, 6,456 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Tokyo (Japan) by Ishikawajima-Harima. Owned by MST Mineralien Schiffahrt Spedition und Transport GmbH (Germany). Detained in 2006 in Ulsan (South Korea). Sold for demolition in Bangladesh.



Fenella, leaving Seasport Maine Upper Penobscot Bay (USA), April 2014 © Walter Barnard

Flinterstar (ex-UAL Africa, ex-Flinterstar). IMO 9243758. Length 129 m. Dutch flag. Classification society Bureau Veritas. Built in 2002 in Leer (Germany) by Ferus Smit Leer. Owned by Flinter Groep BV (Netherlands). Detained in 2011 and 2014 in Montréal (Canada). On October 5, 2015 she left Antwerp bound for Bilbao (Spain), and collided with the LNG carrier *Al Oraik*, 8 km off the Belgian coast and the Zwin nature reserve in Knokke-Heist. Fuel spread, the oil spill reached the Belgian, French and Dutch shores. The ship remained stuck on a sand bar, almost submerged. Quickly, the Dutch owner declared to abandon its interests in the ship, in an attempt to avoid the cost of the salvage.



In February 2016, the Court of Appeal of Ghent reiterated the first judgment ordering the ship owner to remove the wreck at its own expenses. A salvage contract has to be completed within 2 and a half months, otherwise the owner would have to pay a fine of 300,000 € per day.

In April, a consortium of 4 Belgian companies was awarded the removal contract of the wreck, now split in 2 parts. Galloo Recycling will recycle metal scrap in Ghent. Late June, the bow section has been lifted from the seabed and dropped on a barge. The salvage team hope to complete the operations before October 31, the planned deadline. The costs to clean up the oil on the polluted shores, mark and guard the wreck on the busiest maritime route in the world have increased to 2 million €.



© De Redactie.be

Hijau Muda (ex-Sky Light, ex-Tian Guang). IMO 9129457. Length 132 m, 3,707 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1996 in Husum (Germany) by Husumer. Owned by Salam Pacific Indonesia Lines (Indonesia). Sold for demolition in Bangladesh.



Il Sim (ex-Rong Da, ex-Tharos, ex-Kyra, ex-Hollwede, ex-Ibesca Anglia, ex-Hollwede). IMO 7633416. Length 72 m. North Korean flag. Classification society Korea Classification Society. Built in 1977 in Neuenfelde (Germany) by Sietas. Owned by Korea Kumbyol Trading Co (North Korean). Sold for demolition in China in Jingjiang.



Hollwede, entering King George Dock, Hull (United Kingdom), April 10, 1987 © Patrick Hill.

Jai Krishna (ex-*J.Spring*, ex-*Kiat Baru*, ex-*Grace Oak*). IMO 9003598. Length 102 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Imabari (Japan) by Higaki. Owned by RK Shipping & Trading (Singapore). Detained in 2015 in Singapore. Sold for an unspecified destination of demolition.

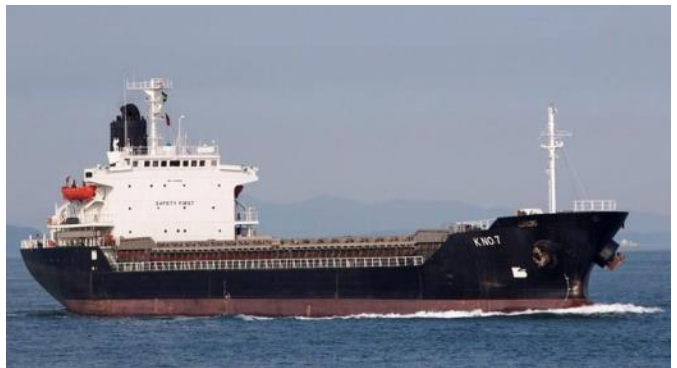
Malacca Strait off Malaysia, February 2015
© Tony Hogwood



K n°7 (ex-*Matina*, ex-*Stolt Sakra*, ex-*Singapore Clipper*). IMO 8410809. Ex chemical tanker converted to general cargo carrier in 2009. Length 123 m, 3,489 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Chang Duck Shipping Co Ltd (South Korea). Detained in 2015 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh.



Chemical tanker *Stolt Sakra* offloading at Sogestrol Berth n°4 in Le Havre (France), November 1991.
© Pascal Breidel



Cargo carrier *K n°7*, in Kanmon Strait between Honshu and Kyushu Islands (Japan), June 2013
© TKS/Marine Traffic

Kapetan Christos (ex-*Ageliki II*, ex-*Marie-Aude*, ex-*Staffan*, ex-*Palma*) IMO 5337824. Length 71 m. Greek flag. Unknown classification society. Built in 1957 in Lödöse (Sweden) by Lodose Varv. Owned by Captain Christos Shipping Co (Greece). Sold for demolition in Turkey.

The humble *Kapetan Christos* was actually a star. See the chapter The END, p 87.



Kapetan Christos, Rhodes, July 2007 © Frank Behrends

Kedung Mas (ex-*Bay Mas*, ex-*Sainte Baume*, ex-*Atlantic Island*, ex-*Norasia Melita*, ex-*Atlantic Island*, ex-*Ewl Paramaribo*, ex-*Atlantic Island*, ex-*Norasia Attica*, ex-*Neustadt*, ex-*Convoy Record*, ex-*Americas Condor*, ex-*Neustadt*, ex-*Concorde Wave*, ex-*Neustadt*). IMO 8222977. Length 118 m, 3,111 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Vegesack (Germany) by Bremer Vulkan. Owned by Temas Line (Indonesia). Detained in 1998 in Piraeus (Greece) and in 2001 in Gioia Tauro (Italy). Sold for demolition in Bangladesh.



“Shipbreaking # 43”, p 23-24, had announced it: 2 ex Delmas conbulk cargo ships arrived for demolition at Alang. In their African years, they used to carry containers, bulk and general cargo from Northern Europe and came back from Africa full of logs. The 4 sisters had been sold to Nanjing King Ship Management. The little sister, the ex *Delphine Delmas* renamed *King Phenix* will be in « Shipbreaking # 45 » : in July, she was driven towards Pakistan.



Blandine Delmas, on Seine River (France), October 2008 © Pascal Bredel

King Pride (ex-*Blandine Delmas*). IMO 8404898. Length 176 m, 10,031 t. St. Vincent and Grenadines flag. Classification society Bureau Veritas. Built in 1986 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Nanjing King Ship Management Co Ltd (China). Sold for demolition in India. 275 US \$ per ton.



April 2015, Singapore © Lim Hock Wu



May 2016, beached in Alang, blowtorches are at work © Asif Gadhiya

King Spirit (ex-*Caroline Delmas*). IMO 8404903. Length 176 m, 10,131 t. St. Vincent and Grenadines flag. Classification society Bureau Veritas. Built in 1986 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Nanjing King Ship Management Co Ltd (China). Detained in 2009 in La Rochelle (France). Sold for demolition in India. 275 US \$ per ton.



Caroline Delmas unloading logs in Honfleur

May 19, 2009 © Erwan Guéguénat



March 17, 2001 © Pascal Bredel

Lady Leen (ex-Golden Aries, ex-Nicoarest). IMO 8503840. Length 131 m, 3,483 t. Panamanian flag. Classification society International Register of Shipping. Built in 1985 in Braila (Romania) by Braila S.N.. Owned by Transocean Services Srl (Romania). Gold medallist in the substandard ship contest with 17 detentions in 2003 in Koper (Slovenia) and twice in Constanta (Romania), in 2005 in Novorossiysk (Russia), in 2007 in Novorossiysk again, in Aliaga (Turkey) and Mersin (Turkey), in 2008 in Constanta, Novorossiysk and Alexandria (Egypt), in 2009 in Iskenderun (Turkey), in 2010 in Nikolayev (Ukraine), in 2012 in Mersin and Novorossiysk, in 2014 in Novorossiysk and in 2016 in Tekirdag (Turkey) and Novorossiysk. Sold for demolition in India.



July 2011, Istanbul (Turkey) © **Franck Behrends**



May 2016, Alang © **Viral Shah**

Laguna (ex-Sandsund, ex-Paul Barsoe). IMO 6721113. Length 53 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1967 in Sonderborg (Denmark) by Sonderborg Skibs. Owned by Laguna Shipping Co Ltd (Russia). Sold for demolition in Turkey.



Inbound to Stenkajen, Stenungsund (Sweden) September 2015 © **Marshal79/Shipspotting**



Aliaga, June 2016 **Selim San**

Li Bai. IMO 8513704. Length 159 m, 7,455 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Shanghai (China) by Jiangnan. Owned by Shanghai Hong Fa Shipping Co Ltd (China). Sold for demolition in India.



At Terneuzen (Netherlands) in August 2006 © **Marc Ottini**




At Alang, May 2016 © **Jimit Shah**

Log In Macau (ex-*Recife Star*, ex-*Log-in-Macau*, ex-*Frotamacau*). IMO 9082843. Length 133 m. Brazilian flag. Classification society Bureau Veritas. Built in 1998 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Frota Oceanica E Amazonica (Brazil). Sold for an unspecified destination of demolition.



Log-In Macau, anchored at Guanabara Bay/Rio de Janeiro (Brazil), January 14, 2010.
© Edson de Lima Lucas

 *Log In Rio* (ex-*Frotario*). IMO 9082817. Length 169 m, 7,983 t. Deflagged from Brazil to Congo for her last voyage as *Rio*. Classification society Bureau Veritas. Built in 1995 in Angra dos Reis (Brazil) by IVI-Verolme. Owned by Frota Oceanica E Amazonica (Brazil). Sold for demolition in Turkey.



Log In Rio, at Santos (Brazil), January 2011 © Rogério Cordeiro



Rio in Aliaga © Selim San

Med Star (ex-*Nourallah*, ex-*Silverstar*, ex-*Silver Spirit*, ex-*Sunjoo Rich*, ex-*Pia Leader*, ex-*Hong Hae Pusan*, ex-*Shinshu I*, ex-*Shinshu Maru*). IMO 8214798. Length 106 m, 2,109 t. Tanzanian flag. Classification society Korean Register of Shipping. Built in 1982 in Imabari (Japan) by Nishi Zosen. Owned by Individual Shipping Ltd (Greece). Detained in 2000 in Vostochny (Russia), in 2006 in Casablanca (Morocco), in 2008 in Giresun (Turkey), in 2010 in Damietta (Egypt) and Novorossiysk (Russia), in 2011 in Alexandria (Egypt), in 2012 in Damietta again and in 2013 in Nea Moudhania (Greece) and in Suez (Egypt). In February 2016, the ship was renamed *Tasnem*. On April 24, she was beached for demolition in India.



Med Star, January 1, 2015, laid-up in Port Said, (Egypt). © Bob Scott



Mi Yang 7 (ex-*Hua Shun*, ex-*Paraguay Merchant*) IMO 8303214. Length 103 m. North Korean flag. Classification society Korea Classification Society. Built in 1983 in Kiel (Germany) by Lindenau. Owned by Korea Miyang Shipping Co (North Korea). Detained in 2009 in Incheon (South Korea) and in 2012 in Tangshan (China). Sold for demolition in China in Jiangyin.



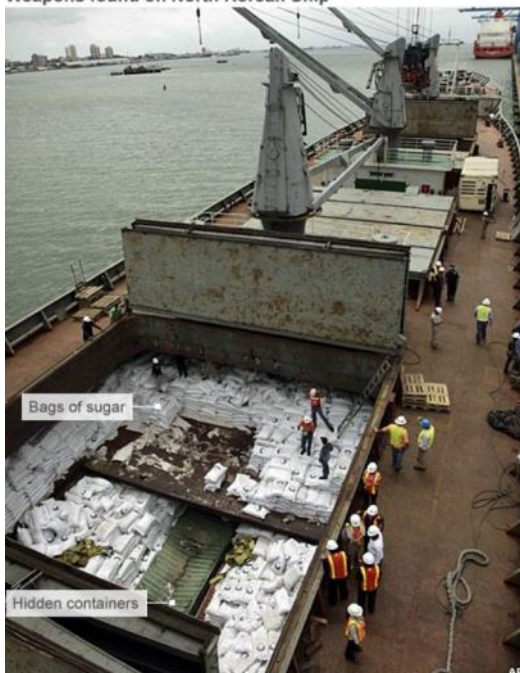
Mu Du Bong. IMO 8328197. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1983 in Huichon (North Korea) by Chongjin SY. Owned by Taedonggang Sonbak Co Ltd (North Korea). Detained in 2001 in Ravenna (Italy), in 2008 in Zhangjiagang (China) and in 2011 in Yingkou (China).



In July 2014, the ship ran aground on a coral reef in the Gulf of Mexico off Tuxpan (Mexico). She had departed from Havana and was to load fertilizers. After a lightering operation, she was towed to the port. The United Nation Security Council alerted the Mexican government. The official ship owner would

actually be a shell company ; hiding behind it would be Ocean Maritime Management, another North Korean company, blacklisted by the UN for illegal weapon trafficking : one ship owned by Ocean Maritime, *Chong Chon Gang*, had been arrested in Panama a year before in July 2013. Hidden under cuban sugar bags, containers were full of radars, missiles, missile launchers, spare parts, 2 MIG 21 fighter aircrafts and 15 MIG engines.

Weapons found on North Korean Ship



July 2013, seizure of weapons in containers hidden under sugar bags on board *Chong Chon Gang*. © BBC News

Mu Du Bong remained immobilized in Tuxpan despite protests from North Korea. Part of the crew is allowed to go home; 13 sailors had to stay on board until July 2015. The ship owner refused to pay for the quay fees and to carry out the prescribed repair works. In April 2016, the ship is officially classified as abandoned. The Mexican Secretariat for Transportation announced the ship will be scrapped by a local yard.



Mu Du Bong in Tuxpan © PROFEPA

Ocean Hope (ex-*Pacific Freedom*, ex-*Ilsabe Oldendorff*, ex-*CSAV Livorno*, ex-*Ilsabe Oldendorff*, ex-*Cielo di Montalcone*, ex-*Andacollo*, ex-*Ilsabe Oldendorff*). IMO 9147617. Length 181 m, 8,005 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Dalian (China) by Dalian SY Co. Owned by Oceanfleet Shipping Ltd (Greece). Detained in 2010 in Novorossiysk (Russia), in 2011 in Kwinana (Australia) and in 2015 in Wilmington (North Carolina, USA) and in Zhanjiang (China). Sold for demolition in Bangladesh. 293 US \$ per ton.



Ocean Hope, September 2015, Gibraltar © **Gibfran46/MarineTraffic**

Ocean Princess (ex-*Sanko Supreme*). IMO 9195298. Length 195 m, 10,558 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Imari (Japan) by Namura Owned by Oceanstar Management Inc (Greece). Detained in 2011 in Genoa (Italy). Sold for demolition in India



Platinum Emerald (ex-*Border*, ex-*Gunay Kiran*, ex-*Maersk Altamira*, ex-*Gunay Kiran*). IMO 9143867. Length 141 m, 4,719 t. Thai flag. Classification society Bureau Veritas. Built in 1997 in Tuzla (Turkey) by Celiktekne Sanayi. Owned by SC Management Co Ltd (Thailand).



Detained in 2006 in Singapore. Towed for demolition in India by *Miss Gaunt*.



Platinum Emerald anchored off Singapore © **Minthi**

Qi Lin Men (ex-*Ocean Sampaguita*, ex-*Eastern Runy*. IMO 9015802. Length 98 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Hakata (Japan) by Hakata Zosen. Owned by Nasco (China). Detained in 2001 in Takamatsu (Japan) and in Singapore. Sold for demolition in China.



Santa Maria (ex-*Mayak*, ex-*Ram*, ex-*Irfan Eldas*, ex-*Kuzey 1*, ex-*Ziya Atasoy*, ex-*Yilmaz Atasoy*). IMO 8878037. Length 63 m. Tanzanian flag. Classification society Qualitas Register of Shipping. Built in 1968 in Izmir (Turkey) by Gultekin Dokerel ; lengthened in 1986 from 45 to 53 m then in 1990 to 63 m. Owned by Enamar Management Ltd (Syria). Silver medallist in the substandard ship contest with 11 detentions in 2008 in Izmir (Turkey) and in Varna (Bulgaria), in 2009 in Chalkis (Greece), in Varna again then in Kherson (Ukraine), in 2010 in Bourgas (Bulgaria) and again in Kherson (Ukraine), in 2011 in Bartin (Turkey), in 2012 in Gemlik (Turkey) and in 2013 in Samsun (Turkey) and again in Bartin (Turkey). Sold for demolition in Turkey.





Span Asia 17 (ex-*Sulpicio Express Siete*, ex-*Lily Crown*, ex-*Abeer S.*, ex-*Echo Pioneer*, ex-*Eal Sapphire*, ex-*Costa Rica*). IMO 7724344. Length 146 m, 6,066 t. Deflagged from Maldives to Palau for her



last voyage. Unknown classification society. Built in 1981 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Philippine Span Asia Carrier (Philippines). Detained in 2002 in Lisbon (Portugal) and in 2005 and 2006 in Singapore.



Echo Pioneer passing Le Havre electric power plant (France) in January 1992. © Pascal Bredel

On August 16, 2013, in the early evening, the ship left Talisay City, near Cebu, Philippines. She collided 2 km off the coast with the ferry *St. Thomas Aquinas*. The ferry sank within 10 minutes. Despite response from the coast guard and local fishermen, the disaster totalled 137 fatalities among the 870 passengers and crewmembers aboard the ferry. The 38 *Sulpicio Express Siete* sailors were safe.



© Inquirer.net



June 2015, Davao (Philippines) © Viktor

The ship was repaired and resumed service as *Span Asia 17*. In 2016, she was sold for demolition in Bangladesh. She has bad luck. She arrived in Chittagong while cyclon Roanu was devastating the Gulf of Bengal ; 23 fatalities were reported and 500,000 people had to be relocated in Bangladesh. *Span Asia 17* dragged her anchors and went adrift. After she was back under control, she was beached for demolition in the shibbreaking yard waiting for her.



May 2016, Patenga area in Chittagong. © Syed Zakir Hossain/Dhaka Tribune

Tessa (ex-*Stingray*, ex-*Eleonora*, ex-*Emerald*, ex-*Emeralda*, ex-*Solhav*, ex-*Emerald*). IMO 7628447. Length 91 m. Cambodian flag. Classification society Global Marine Bureau Co. Built in 1978 in Wallsend (United Kingdom) by Clelands SB Co. Owned by Inter-Trans Co Ltd (Russia). Detained in 2001 in Leixoes (Portugal) and Antwerp Gulf (Belgium), in 2002 in Setubal (Portugal), in 2003 in Gijon (Spain), in 2012 in Niigata (Japan) and in Pohang (South Korea), Sold for demolition in China.



Tessa, October 10, 2013, Sovetskaya Gavan Gulf, Russian Far-East.
© Andy.Ru73/MarineTraffic

Venuzs (ex-*Amalia*, ex-*Bravery*, ex-*Orchid*, ex-*Tokei Maru*). IMO 8217219. Length 160 m, 5,467 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Uwajima (Japan) by Uwajima Zosencho. Owned by Venuzs Shipping Ltd (China). Sold for demolition in Bangladesh. 265 US \$ per ton.



Wilma. IMO 9147679. Length 152 m. Antigua & Barbuda flag. Classification society Det Norske Veritas & Germanischer Lloyd. Built in 1997 in Neuenfelde (Germany) by Sietas. Owned by Sal Heavy Lift GmbH



(Germany). Detained in 2000 in Singapore, in 2011 in Eleusis (Greece) and in 2014 in Shenzhen (China) and Venice (Italy). Sold for demolition in China.



November 8, 2008, on Seine River (France)
© Erwan Guéguénat

Xiang Rui Men (ex- *Xiang Gui Men*, ex-*Thor Nexus*, ex-*Seaboard Valparaiso*, ex-*Bellavia*, ex-*Tasman Navigator*, ex-*T.A.Navigator*, ex-*Bellavia*, ex-*Westgate Bridge*, ex-*Bellavia*). IMO 8712491. Length 181 m, 8,193 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing Ocean Shipping Co Ltd (NASCO) (China). Detained in 2002 in Talcahuano (Chile), in 2011 in Haldia (India) and in 2014 in Ningbo (China). Sold for demolition in Bangladesh. 290 US \$ per ton.



Shanghai, China, April 18, 2015
© Bob Godefroy



Container ship

Acapulco (ex-*MSC Acapulco*, ex-*Mol Faithful*, ex-*Sophie Schulte*, ex-*Marfret Guyane*, ex-*Sophie Schulte*, ex-*CMA CGM Oyapock*, ex-*Sophie Schulte*, ex-*Press Annapurna*, ex-*Sophie Schulte*). IMO 9111474. 1162 teu. Length 163 m, 5,652 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Lomar Shipping Ltd (United Kingdom). Sold as is in Colombo (Sri Lanka) for an unspecified destination of demolition. 290 US \$ per ton.



CMA CGM Oyapock, downbound Seine River, January 2001.
© Pascal Breidel



Acapulco anchored off Port au Prince (Haiti), May 2010 © Viktor

Ajyal 1 (ex-*Western*, ex-*Westernstar*, ex-*Platinum Pearl*, ex-*Ilter Cabi*, ex-*Cunhuriyet*, ex-*Ilter Cabi*, ex-*CGM Pierre Loti*, ex-*Ilter Cabi*). IMO 9119490. 860 teu. Length 140 m, 4,605 t. Palau flag. Classification society Phoenix Register of Shipping. Built in 1997 in Tuzla (Turkey) by Selah Makina. Owned by Ajyal Company For Shipping (Iraq). Detained in 2014 in Chah Bahar (Iran). Sold for demolition in India.



December 2013, United Arab Emirates © Jafar



April 2016, Alang © Alang Ship Info

AS Castor (ex-*Cap Matatula*, ex-*Castor*, ex-*TMM Guadalajara*, ex-*Castor*). IMO 9127526. 1129 teu. Length 159 m, 6,760 t. Marshall Islands flag. Classification society DNV/GL. Built in 1997 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Sold as is in Malta for an unspecified destination of demolition but her selling price per ton suggests Turkey. 170 US \$ per ton.



AS Castor arriving at the port of Split, Croatia on June 15, 2016 © Sinisa Aljinovic

Container ship

Atlantic Compass. IMO 8214176. 2908 teu. Length 292 m, 28,919 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Malmö (Sweden) by Kockums MV ; jumboized in 1987 in South Korea and lengthened from 249 to 292 m. "Conro" type ship, a container carrier with a ramp and garage decks. Owned by Atlantic Container Line AB (USA). Sold for demolition in India.



At Terneuzen, June 27, 2014 © **Pascal Bredel**



Off Terneuzen (Netherlands), March 4, 2015.
© **Marc Ottini**

Baleen (ex-*Leo Mono*, ex-*MOL Mono*, ex-*Paraguay Challenger*). IMO 9187332. 2011 teu. Length 200 m, 9,497t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Marugame (Japan) by Imabari Zosen. Owned by Seachange Maritime Pte Ltd (Singapore). Sold for demolition in India.



2010, leaving Abidjan (Côte d'Ivoire)
© **Roland Grard**



Alang, May 2016 © **Vaja Nilesh**

Britain (ex-*OOCL Britain*). IMO 9102318. 5344 teu. Length 276 m, 23,740 t. Marshall Islands flag. Classification society Registro Italiano Navale. Built in 1996 in Kobe (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Sold for demolition in Bangladesh.



OOCL Britain, outbound Le Havre (France), April 1996 © **Pascal Bredel**

Container ship

Captain Costas (ex-Oel Transworld, ex-Clan Gladiator, ex-Alberta, ex-Fesco Enterprise, ex-Nedlloyd Singapore, ex-Santa Victoria, ex-MSC Victoria, ex-Muscat Bay, ex-Santa Victoria). IMO 8919001. 1742 teu. Length 182 m, 8,515 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1992 in Lübeck-Siems (Germany) by Flender. Owned by Eurobulk Ltd (Greece). Detained in 2003 and 2004 in Hong Kong (China). Sold for demolition in India. 330 US \$ per ton.




Captain Tsarev (ex-Captain Tsarev, ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Arktic, ex-Zim Kaohsiung). IMO 8218860. 827 teu. Length 154 m, 5,542 t. Panamanian flag. No classification society, last known classification society in 2008 Russian Maritime Register of Shipping. Built in 1982 in Lübeck (Germany) by Orenstein Koppel. Owned by Chester Shipping (Greece). Demolition works are under progress in Brest (France) after 8 years of abandonment.

The demolition cost for Region Bretagne would reach 400,000 €.

See also "[Panama Papers in Brest](#)", April 15, 2016 and "[Captain Tsarev, shipbreaking in a hurry ?](#)" May 25, 2016.



Captain Tsarev, Hong Kong, August 31, 2007, one year prior her definitive stop at Brest © Ivan Meshkov

 *Cathrine Rickmers* (ex-Norasia Valparaiso, ex-Cathrine Rickmers). IMO 9236523. 4425 teu. Length 286 m, 21,382 t. Deflagged from Liberia to Palau for her last voyage as *Rin*. Classification society Det Norske Veritas. Built in 2002 in Gdynia (Poland) by Gdynia Stocznia. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 320 US \$ per ton including enough bunkers for the voyage.



Cathrine Rickmers, April 8, 2013 in Barcelona (Spain)
© Walter Maifarth



Rin ex-*Cathrine Rickmers*, June 17, 2016, beached in Chittagong © Viral Shah

Container ship



Champion (ex-CMA CGM *Acaju*, ex-*Champion*, ex-*Lykes Falcon*, ex- *CSAV Rimac*, ex-*Mediterraneo*, ex-*Champion*). IMO 9134610.

2080 teu. Length 188 m, 10,516 t. Deflagged from Antigua & Barbuda to



Comoros for her last voyage as *Champ*. Classification society Det Norske Veritas. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Detained in 2003 in Port Botany (Australia). Sold as is in Singapore for demolition in Bangladesh. 306 US \$ per ton.

Champion, departing Melbourne (Australia) on December 20, 2004. © **Marc Ottini**

Classica (ex-*Adelaide Express*, ex-*Classica*, ex-*Safmarine Mtata*, ex-*Maersk Dakar*, ex-*Classica*, ex-*Libra Buenos Aires*, ex-*Classica*, ex-*CMA Djakarta*, ex-*Jolly Odra*, ex-*Classica*). IMO 9143245. 2102 teu. Length 188 m, 10,700 t. Antigua & Barbuda flag.

Classification society Det Norske Veritas. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Reederei Gebr Winter GmbH & Co KG (Germany). Sold for demolition in India.



Classica, loading in Marsaxlokk (Malta), April 2012 © **Marc Ottini**



Alang, May 24, 2016 © **Vaja Nilesh**



Conti Helsinki (ex-*Hanjin Helsinki*, ex-*Helsinki*, ex-*Hanjin Helsinki*). IMO 9235098.

5551 teu. Length 275 m, 23,342 t. Deflagged from Portugal (Madeira) to St Kitts and Nevis for her last voyage as *Sinki*. Classification society Det Norske Veritas / Germanischer



Lloyd. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Bangladesh. 320 US \$ per ton.

Hanjin Helsinki, outbound Le Havre (France), April 2, 2005 © **Marc Ottini**



Conti Melbourne (ex-*Hanjin Ottawa*, ex-*Conti Melbourne*). IMO 9200718. 5618 teu. Length 278 m, 24,215 t. Deflagged from Germany to Portugal and then in April 2016 to St Kitts and Nevis for her last voyage as *Mel*. Classification society Bureau Veritas. Built in



2000 in Ulsan (South Korea) by Hanjin Heavy Industry & Construction Co. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 318 US \$ per ton.

Hanjin Ottawa, leaving Le Havre (France), September 2001.

© Pascal Breidel



Conti Taipei (ex-*Hanjin Taipei*, ex-*Taipei*, ex-*Hanjin Taipei*). IMO 9231755. 5551 teu. Length 275 m, 23,358 t. Deflagged from Germany to Portugal in January 2016 and finally Palau for her last voyage as *Tai*. Classification society Germanischer Lloyd. Built in 2002 in Ulsan (South Korea) by Hyundai. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 311 US \$ per ton including enough bunkers for the voyage.



Hanjin Taipei, on Schelde River off Terneuzen in August 2006

© Marc Ottini



Renamed *Tai*, May 2016, on Alang beach

© Viral Shah



DS Dominion (ex-*CSAV Porvenir*, ex-*Hyundai Dominion*). IMO 9215854. 6479 teu. Length 304 m, 27,201 t. Deflagged from Liberia to Palau for her last voyage as *Dom*. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by DS Schiffahrt GmbH & Co KG (Germany). Sold for demolition in Bangladesh. 310 US \$ per ton.



August 10, 2014, in Durban, South Africa

© Dave Leonard

DS National (ex-CSAV *Pirque*, ex-*Hyundai National*). IMO 9215842. 6479 teu. Length 304 m, 27,200 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Ulsan (South Korea) by Hyundai. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2010 in Shanghai (China) and in 2012 and 2014 in Shenzen (China). Sistership of *DS Kingdom* alias *King* broken up in India (Cf. « Shipbreaking # 43 ») and *DS Dominion* alias *Dom* broken up in Bangladesh. *DS National* has been recently renamed *Tio*. She left Shanghai (China) and has arrived off Alang shipbreaking yards. 274 US \$ per ton.



Inseparable

Ever Refine. IMO 9061124. 4229 teu. Length 294 m, 20,244 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Detained in 2001 in North Charleston (South Carolina, USA). Sold for demolition in Bangladesh.



Ever Refine, black period, Le Havre (France), August 1995 © Pascal Breidel

Ever Reward. IMO 9055462. 4229 teu. Length 294 m, 20,244 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan) Ltd (Evergreen Line) (Taiwan). Detained in 2015 in Singapore. Sold for demolition in Bangladesh.



Ever Reward, green period, Terneuzen (Netherlands), August 2006 © Pascal Breidel



Glory (ex-*Glory*, ex-*Clan Amazonas*, ex-*Glory*, ex-*Cap Vincent*, ex-*Glory*, ex-*Crowley Americas*, ex-*Pacifico*). IMO 9124378. 2080 teu. Length 188



m, 10,485 t. Deflagged from Antigua & Barbuda to St Kitts and Nevis for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold as is in Hong Kong for demolition in India or Bangladesh. 300 US \$ per ton including 170 t of bunkers.



Glory, departing Tauranga (New Zealand), May 31, 2014 © Robbie/Shipspotting



Hammonia Gallicum (ex-Mare Gallicum, ex-YM Hiroshima, ex-Mare Gallicum, ex-Ipex Emperor, ex-Mare Gallicum, ex-OOCL Haven, ex-Mare Gallicum, ex-Acapulco, ex-TMM Acapulco, ex-Mare Gallicum). IMO 9122394. 2959 teu. Length 196 m, 11,071 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage as *Galli*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Hammonia Reederei GmbH & Co KG (Germany). Sold for demolition in Bangladesh



Hanjin Haiphong (ex-Peking Senator, ex-Cho Yang). IMO 9141273. 4688 teu. Length 294 m, 18,963 t. Deflagged from Liberia to Comoros for her last voyage as *Haiphong*. Classification society Det Norske Veritas & Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2008 in San Francisco (California, USA). Sistership of *Hanjin Mundra* and *Portugal* she joined on Chittagong beach. She has been sold as is in Singapore. 270 US \$ per ton and an additional payment for bunkers.



Hanjin Haiphong outbound from Vancouver (Canada), May 10, 2014. © **Marc Piché**.



Hanjin Mundra (ex-Penang Senator, ex-Cho Yang Atlas). IMO 9139490. 4688 teu. Length 294 m, 18,963 t. Deflagged from Germany to Libéria and then St Kitts and Nevis for her last voyage as *Mundra* or *Mundri* depending on the variant. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Sold as is in Singapore for demolition in Bangladesh. 320 US \$ per ton.



Le Havre (France), October 2001, as *Penang Senator*. © **Pascal Bredel**

Le Havre (France), October 2001, as *Penang Senator*. © **Pascal Bredel**

Hanjin San Diego (ex-Portland Senator, ex-Cho Yang Alpha). IMO 9141302. 4688 teu. Length 294 m, 18,976 t. German flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). On July 14, 2015, *Hanjin San Diego* nearly ran aground in the access channel of the port of Wilmington (North Carolina du Nord, USA) après une panne de propulsion. Sold as is in Singapore for demolition in the Indian subcontinent. She should join her 3 sisterships, *Hanjin Mundra*, *Hanjin Haiphong* and *Portugal* on Chittagong beach. Her ultimate flag, Comoros or St Kitts and Nevis is to date unknown. 287 US \$ per ton.





Hansa Constitution (ex-*Norasia Alps*, ex-*Hansa Constitution*, ex-*MSC Florida*, ex-*Ibn Al Akfani*, ex-*Hansa Constitution*). IMO 9124524. 2810 teu. Length 193 m, 11,355 t. Deflagged from Germany to St Kitts and Nevis.



Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1997 in Vegesack-Brême (Germany) by Bremer Vulkan. Owned by Hansa Shipping GmbH & Co KG (Germany). Detained in 2014 in Shenzhen (China). Sold as is in Singapore for demolition in India or Bangladesh. 310 US \$ per ton including 150 t of bunkers.

Hansa Constitution, wrong turn at Sandy Bay (Hong Kong), April 2014 © Alex de Chazal



HS Master (ex-*Master*, ex-*Maruba Imperator*, ex-*Master I*, ex-*P&O Nedlloyd Brunel*, ex-*Master I*, ex-*Master*, ex-*CMA CGM Paris*, ex-*Lykes Kestrel*, ex-*MOL Europe*, ex-*Maersk Miami*, ex-*Master*). IMO 9134608. 2080 teu. Length 188 m, 10,516 t. Deflagged from Liberia to Comoros for her last voyage as *Mast*. Classification society Det Norske Veritas. Built in 1997 in Gdynia (Poland) by Gdynia Stocznia. Owned by Hansa Shipping GmbH & Co KG (Germany). Sold as is in Hong Kong for demolition in Bangladesh. 302 US \$ per ton.



CMA CGM Paris, leaving Le Havre (France), March 2001. © Pascal Breidel

Isolde (ex-*Cap Delgado*, ex-*P&O Nedlloyd Salerno*, ex-*Cap Delgado*). IMO 9187875. 2452 teu. Length 200 m. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 2000 in Emden (Germany) by Thyssen Nordseewerke. Owned by Maritime - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2009 in Melbourne (Australia). Sold for 3 million US \$ for an unspecified destination of demolition. Her latest position showed her in Dubai.



Saint-Nazaire ((France), December 2012 © Erwan Guéguéniat

Japan (ex-OOCL Japan). IMO 9102306. 5344 teu. Length 276 m, 23,946 t. Marshall Islands flag. Classification society Registro Italiano Navale. Built in 1996 in Nagasaki (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Detained in 1999 in Long Beach, (California, USA). Sold for demolition in Bangladesh.



Oocl Japan at Le Havre (France), February 26, 2011.
© Pascal Bredel



Japan at Hong Kong, China, May 22, 2015,
© Viktor

Kapitan Gnezdilov. IMO 7941667. 320 teu. Length 130 m, 3,742 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owned by FESCO (Russia). Sold for demolition in Bangladesh.

Karin (ex-Karin Schulte, ex-Rui Yun He). IMO 9220433. 1702 teu. Length 180 m, 9,465 t. Liberian flag. Classification society Det Norske Veritas / Germanischer Lloyd. Built in 1999 in Shanghai (China) by Shanghai SY. Owned by Doris Maritime Services SA (Switzerland). Detained in 2012 in Shanghai (China), in 2013 and in 2014 in Singapore and in 2015 in Shenzhen (China). Sold as is in Colombo (Sri Lanka) for demolition in India. 290 US \$ per ton.



Kota Akbar (ex-Andino, ex-CCNI Andino). IMO 9013294. 1267 teu. Length 177 m, 8,998 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Setoda (Japan) by Naikai. Owned by Pacific International Lines (Singapore). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. 305 US \$ per ton.



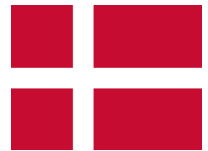
Madison (ex-Mekhanik Kalyuzhniy, ex-Nordlight, ex-Nantai Queen, ex-Nordlight). IMO 8801333. 1167 teu. Length 157 m, 6,648 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Wismar (Germany) by Mathias-Thesen. Owned by Salam Pacific Indonesia Lines (Indonesia). Sold for demolition in Bangladesh. 286 US \$ per ton.



At Hong Kong in December 2004 © Marc Ottini



Shree Ram shipbreaking yard in Alang has been delivered the first of her Maerk container ships. This is a new policy from the Danish ship owner : until now it has always selected Chinese shipbreaking yards. Shree Ram is one of the Indian facilities which were delivered a certificate of compliance to the Hong kong convention by Classification society Nippon Kaiji Kyokai. This was also the yard which had been chosen in 2006 to demolish the ex aircraft carrier *Clemenceau*.



Maersk Georgia (ex-*Gudrun Maersk*) IMO 9155119. 4338 teu. Length 292 m, 20,086 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Maersk Line A/S (Denmark).



Leaving Le Havre (France), January 1999. © Pascal Bredel.



© Sajjad Chowdhury



Plot 78, Shree Ram Vessel Scrap Ltd © Imran Mustufa Memon

Maersk Wyoming (ex-*Dirch Maersk*) IMO 9105932. 4338 teu. Length 292 m, 19,909 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by of Maersk Line A/S (Denmark).



Entering Le Havre (France), July 1996. © Pascal Bredel.

Marina Star 3 (ex-*Banga Borat*, ex-*Nordkap*, ex-*Tiger Creek*, ex-*Nordkap*, ex-*Eagle Cape*, ex-*Nordkap*, ex-*Maersk Bella*, ex-*Nordkap*). IMO 8115617. 846 teu. Length 148 m, 5,474 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Shanghai (China) by Shanghai SY. Owned by PT Meratus Line (Indonesia). Sold for demolition in Bangladesh.



MOL Precision (ex-*Precision*, ex- *MOL Precision*, ex-*APL Precision*, ex- *MOL Precision*). IMO 9236470. 6350 teu. Length 293 m, 26,557 t. Deflagged from Panama to Comoros for her last voyage as *Precision*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Mihara (Japan) by Koyo DY Co. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2013 in Ningbo (China) and in 2015 in Seattle (Washington, USA). Sold for demolition in Bangladesh.



Mol Precision berthed at Port 2000, Le Havre (France), January 2009. © Pascal Breidel



MOL Promise (ex-*Promise*) IMO 9236482. 6350 teu. Length 293 m, 26,557 t. Deflagged from Panama to Comoros for her last voyage as *Promise*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Mihara (Japan) by Koyo DY Co. Owned by Mitsui OSK Lines Ltd (MOL) (Japan). Sold for demolition in Bangladesh.



MOL Solution. IMO 9245029. 5896 teu. Length 279 m, 24,752 t. Deflagged from Panama to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 2001 in Mihara (Japan) by Koyo DY Co. Owned by Tokei Kaiun KK (Japan). Detained in 2014 and 2016 in Shenzhen (China). Sistership of *MOL Advantage* and *MOL Integrity* already demolished, one in India, the other one in Bangladesh (“[Shipbreaking # 43](#)” p 38). Sold as is in Taiwan for demolition in India or Bangladesh; the ship has been renamed *Lion*, her departure is pending. 275 US \$ per ton including 350 t of bunkers pour le voyage.

MSC Lieselotte (ex-*Aveiro*, ex-*Tiger Sea*, ex-*Aveiro*, ex-*Nikolay Tikhonov*). IMO 8201674. 1788 teu. Length 203 m, 10,655 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Warnemünde (Germany) by Warnowwerft ; jumboized in 1989 and lengthened from 174 to 203 m. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 2007 in Helsinki (Finland) and in 2009 in Antwerp (Belgium). Sold for demolition in India or Bangladesh. 307 US \$ per ton.



MSC Lieselotte, in Terneuzen (Netherlands), September 2014 © Pascal Breidel


Container ship

Northern Endeavour (ex-*Cap Frio*, ex-*Northern Endeavour*, ex-*Andhika Loreto*). IMO 9230074. 2456 teu. Length 208 m, 10,864 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2001 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold for demolition in India. 285 US \$ per ton. The most relevant renaming of the quarter : *The End*.




Patricia Rickmers (ex-CMA CGM *Buenos Aires*, ex-*Patricia Rickmers*, ex-*Contship Auckland*, ex-*Patricia Rickmers*). IMO 9160396. 2205 teu. Length 196 m, 11,463 t. Portuguese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2004 in Singapore. Sold for demolition in India. 285 US \$ per ton.



 *Phoenix I* (ex-*Hanjin Phoenix*). IMO 9232084. 4389 teu. Length 282 m, 18,934 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage as *Nix 1*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 2002 in Busan (South Korea) by Hanjin HI. Owned by Reederei F Laeisz GmbH (Germany). Sold as is in Singapore for demolition in Bangladesh. 280 US \$ per ton including 500 t of bunkers.



Berthed at Levante quay, Valencia Port (Spain), November 2015. © Manuel Hernandez Lafuente

 *Portugal* (ex-CSAV *Jura*, ex-CMA CGM *Asia*, ex-*Portugal Senator*). IMO 9147083. 4688 teu. Length 294 m, 18,986 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2012 in Shenzhen (China). Sold for demolition in Bangladesh. 295 US \$ per ton and an additional payment for bunkers.



Entering Europoort (Netherlands) in September 2015
© Marc Ottini



Beached in Chittagong, May 2016
© Baldev Raj Kapoor

Safmarine Meru. IMO 9311696. 4650 teu. Length 292 m. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 2006 in Ulsan (South Korea) by Hyundai. Owned by AP Moller Maersk A/S (Denmark). Detained in 2010 in Melbourne (Australia).



Safmarine Meru, arriving at Port of Fremantle (Australia), 7 January 2015 © Anthony Legg

Safmarine Meru was deployed on the new Maersk TP 18 service linking China and the US ports on the Gulf of Mexico via Panama Canal. She left Qingdao in Northern China, heading for Ningbo, south of Shanghai, her first call on the voyage to the USA. On May 7, 2016, 220 km prior arrival, she collided with another container ship, the *Northern Jasper*, 334 m in length, 8814 evp, owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). A fire broke out aboard *Safmarine Meru*, the crew of 22 was evacuated and safe. According to Maersk, when the accident occurred the ship was only carrying 400 full containers, filled with tyres and plastic products. The fire has been smouldering for several days but was declared under control ; the ship was towed to Meishan terminal in Ningbo. The fire occurred in the vicinity of the engine room and of the navigation and accomodation oblock ; damages are important..



May 2016, firefighting operations © ZJ.people

The value of the “small” container ship is about 13,5 million US \$ on the second-hand market, 6 million US \$ on the demolition market. Maersk does not linger long, even if Chinese demolition yards do not offer the best prices. Early June, the lame duck, polluted with fire residues, is announced sold for demolition to a local shipbreaking yard.



Santa Giulietta (ex-Delmas Abuja, ex-Santa Giulietta, ex-P&O Nedlloyd Parana, ex-Santa Giulietta). IMO 9141778. 2061 teu. Length 182 m, 8,790 t. Deflagged from Germany to Palau for her last voyage as *Santa G*. Classification society Germanischer Lloyd. Built in 1997 in Lubeck-Siems (Germany) by Flender. Owned by Reederei Claus Peter Offen (Germany). Sold for demolition in Bangladesh. 320 US \$ per ton.



Shin Chun. IMO 8611790. 734 teu. Length 152 m, 4,584 t. Deflagged from Hong Kong to St Kitts and Nevis for her last voyage as *Chun*. Classification society Nippon Kaiji Kyokai. Built in 1987 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2001 in Bangkok (Thailand) and in 2006 in Xiamen (China). Sold as is in Hong Kong for demolition in Bangladesh. 205 US \$ per ton including enough bunkers for the voyage.



Container ship

Sirius. IMO 9127801. 1617, teu. Length 178 m, 9,355 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Ship management GmbH &



Co KG (Germany). Detained in 2006 in Izmir (Turkey). Sold as is in Malta for demolition in India. 270 US \$ per ton including enough bunkers for the voyage.



Sirius, leaving Valencia Port (Spain) on June 10, 2006.
© Marc Ottini

SSG Edward A Carter Jr. (ex-*Sealand Oregon*, ex-*Oocl Innovation*, ex-*Nedlloyd Hudson*, ex-*Nebraska*, ex-*Susan C*, ex-*American Nebraska*). IMO 8212673. 4258 teu. Length 289 m, 16,590 t. USA flag. Classification society American Bureau of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Maersk Line Ltd-USA (USA).



Trade times, Le Havre (France) © Pascal Breidel

Nedlloyd Hudson, November 1991

Oocl Innovation, December 1999

After 15 years in the merchant fleet, she left civilian life. She was converted and refitted by Norfolk Shipbuilding and Drydock Company as US Army replenishment vessel. She was commissioned by Military Sealift Command on June 13 2001 under ID number T-AK 4544 and the name *SSG Edward A Carter Jr.*



Army times



© Military Sealift Command

© Frank Everton

On July 14, 2001, on a Saturday afternoon, the ship was moored at the military ocean terminal in Sunny Point (North Carolina). This was her first duty, she was about to leave to deliver supplies to the Diego Garcia US Base in the Indian Ocean. She was loaded with 1212 containers of explosives, more than 2000 t. A tank was overfilled during a fuel transfer. The spilled oil ignited, the fire developed and spread throughout several decks. 150 additional firefighters from neighbouring counties responded. The fire was contained with difficulties. 2 mechanical engineers died. The total damage to the ship was estimated to be 15 million US \$. In 2016, SSgt Edward A. Carter Jr arrived for demolition in Turkey.



July 2001, after the fire © US Coast Guard



June 2016, in Aliaga © Selim San

Taurus (ex-CMA CGM Castilla, ex-Cap Victor, ex-Columbus Waikato, ex-Taurus, ex-Kota Perabu, ex-Taurus). IMO 9134593. 1835 teu. Length 194 m, 10,427 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Ship management GmbH & Co KG (Germany). Detained in 2005 in Melbourne (Australia). Sold as is in Port Said (Egypt) for demolition in India. 280 US \$ per ton.



Taurus, departing Haydarpasa (Istanbul) on May 4, 2011.
© Marc Ottini



TS Taipei (ex-Hammonia Benita). IMO 9348481. 1578 teu. Length 168 m. Taiwanese flag. Classification society China Corporation Register of Shipping. Built in 2006 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by TS Lines Co Ltd (Taiwan). Detained in 2012 in Yokohama (Japan) and in 2013 in Hong Kong (China). Grounded on the Northern Taiwanese coast in March 2013. She is being demolished on the spot. See also “Shipbreaking # 43”, “Ships aground and cargoes adrift”, p 3-4 and in this edition p 10-11.




April 2, 2016 © Lappino

Xin Yin He (ex-Yin He). IMO 8318037. 1328 teu. Length 172 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Kiel (Germany) by Howaldtswerke-DW. Owned by Pingtan Jinyuan Shipping (China). Sold for demolition in China in Jiangmen.




Ro Ro

 *Fesco Nikolay* (ex-*Nikolay Przhevalskiy*). IMO 8228359. Length 153 m, 6,516 t. Deflagged from Marshall Islands to Niue for her last voyage as *Nikola*. Classification society Russian Maritime Register of Shipping, International Ship Classification from May 2016 on. Built in 1984 in St Petersburg (Russia) by A. Zhdanov. Sold by her Russian owner FESCO to the Indian brokers Elektrans Shipping. Sold for demolition in India.



Kanmon Strait, July 8, 2009 © Ivan Meshkov

 *Saint Roch* (ex-*Hoegh Belle*). IMO 7724306. Length 187 m, 15,515 t. Deflagged from Bahamas to Comoros. Classification society Bureau Veritas. The Roc was beached in Alang on July 7. She was the ex Ro Ro container ship *Saint Roch* lastly operated by CMA CGM on a service between Malta and Libya. Built in 1980 in Gdynia (Poland) by Komuny Paryskiejas shipyard as the Norwegian *Höegh Belle* for Leif Höegh and its Europe/Western Africa service. In 1981 she received the French name *Saint Roch* as she was working for Société Navale de l'Ouest, French subsidiary of Höegh, and was transferred to Delmas in 1991 after groupe Bolloré acquired Höegh-SNO African lines. *Saint Roch* was reflagged to Bahamas in 1999, then entered CMA CGM fleet after the group acquired Delmas in 2005. Since the termination in May 2013 of Delmas Ro-Ro line from La Rochelle, Rouen, Antwerp and the African West Coast, *Saint Roch* has been sailing between Malta and Libya. 240 US \$ per ton plus enough bunkers for the voyage.



Delmas black, June 7 2008, Honfleur (France)
© Erwan Guéguéniat



CMA CGM blue, Seine River, December 30, 2012
© Pascal Bredel

Saint Roch was the last survivor of a Ro Ro fleet serviced on the Africa lines which counted up to 8 vessels in the Delmas fleet. *Saint Roch* had 2 sisterships, *Höegh Bannière* (renamed *Roland Delmas*) and *Höegh Biscay* (renamed *Saint Romain*), both broken up in Alang in 2010 and 2011.

Car carrier

Century Highway n°2. IMO 8319718. Length 186 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in Turkey.



Century Highway No 2, Panama Canal, June 2010 © foggy



Aliaga © Selim San

Hudson Leader (ex-Green Lake). IMO 8607749. Length 180 m, 12,928 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1987 in Kure (Japan) by Ishikawajima-Harima. Owned by Nippon Yusen Kabushiki Kaisha-NYK Line (Japan). Detained in 2014 in Tianjin (China) and in Bremerhaven (Germany). Sold for demolition in India.



Hudson Leader leaving Le Havre (France), December 1, 2008. © Pascal Bredel



IDM Symex (ex-Cypress Trail). IMO 8912663. Length 184 m, 12,011 t. Deflagged from Marshall Islands flag to St Kitts and Nevis in October 2015. Classification society Nippon Kaiji Kyokai. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by ID Maritime Singapore Pte Ltd (Singapore). Detained in 2007 in Pyeongtaek (South Korea) and in Ulsan (South Korea), in 2013 in Pyeongtaek again then in Busan (South Korea) and in 2015 in Southampton (United Kingdom). Sold for demolition in Bangladesh. 312 US \$ per ton.



Kentucky Highway. IMO 8616958. Length 180 m, 14,212 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Detained in 2005 in Jacksonville (Florida, USA). Sold for demolition in Turkey.



Maria India (ex-*Shuttle Ace*). OMI 9039602. Length 161 m, 6,509 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Jarico Shipping Pte Ltd (Singapore). Sold for demolition in India.



Shuttle Ace ©



Maria India, Plot no 84-F, Alang, India
© Kiran Pandya

Marina Ace. IMO 8610526. Length 200 m, 13,395 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Onishi (Japan) by Kurushima. Owned by Seiwa Navigation Corp Ltd (Japan). Detained in 2012 in Savannah (Georgie, USA). Sold for demolition in India.



Marina Ace, moored at Le Havre (France), August 1997
© Pascal Bredel



On the beach at Alang (India), May 2016
© Manish Chauhan

Ocean Tango (ex-*Asian Ace*, ex-*Koyo Maru n°7*). IMO 8505355. Length 82 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Usuki (Japan) by Usuki Tekkosho. Owned by Duwon Shipping (South Korea). On April 17, 2016, the ship was moored at Yeongdo-gu, the island facing the port of Busan (South Korea). She broke her mooring and ran aground further away. The fuel tanks were damaged; dozens of tons of oil were spilled at sea. The crew of 4 still on board and the captain could be salvaged. During the first weeks, salvors worked at securing the wreck and cleaning the polluted area. Later on, the demolition operations started on the spot. Cf. "News from the severely injured ones", p 10-11.



April 2016 © Maritime Herald



June 10, 2016 © Lappino

Bulk carrier

AK Phoenicia (ex-*Mihalis F.*, ex-*Sevastopol*). IMO 8902448. Length 183 m, 7,707 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Ceren Denizcilik (Turkey). Detained in 2006 in Newcastle (Australia). Sold for demolition in Pakistan. 281 US \$ per ton.



June 2014 on Weser river(Germany)
© Bernd Urbanik



Gadani, April 2016 © Shahid Ayub

Algoma Navigator (ex-*Canadian Navigator*, ex-*St Lawrence Navigator*, ex-*Demeterton*). IMO 6707961. Length 222 m. Deflagged from Canada to Sierra Leone for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1967 in South Shields (United Kingdom) by J. Redhead & Sons Ltd for Cambay Steamship Co based in Newcastle-on-Tyne (United Kingdom). Lengthened for the first time in 1969 from 172 to 197 m. *Demeterton* was



acquired in 1975 by Toronto-based Upper Lakes Group, left for Canada and became *St. Lawrence Navigator*.


In 1979, she was again altered. Her forepart was replaced, she was lengthened from 197 to 222 m and left Port Weller Dry Docks under the name *Canadian Navigator*. In 1997, this same yard fitted up a self unloading equipment with a 4000t/hour capacity. In 2011 the Upper Lakes Shipping vessels were placed under control of Algoma Central Corp ; the *Canadian Navigator* became the *Algoma Navigator*.

© Simon Laberge

In December 2015, she entered winter lay-up at shed n°4 along Alexandra pier in Montreal. In the Spring of 2016, she was renamed *Navi* for her last voyage, and leaves Canada for demolition in Turkey towed by *Boulder* n° IMO 8516988, ex-*Maersk Lifter*.



May 27, 2016, Trois-Rivières (Canada) © Jacques Gauthier

 *Algomarine* (ex-Lake Manitoba). IMO 6816607. Length 222 m. Deflagged from Canada to Sierra Leone for her last voyage as *Mari*. Classification society Lloyd's Register of Shipping. Built in 1968 in Lauzon (Canada) by Davie SB. Owned by Algoma Central Corp (Canada). *Algomarine* spent the winter lay-up at Goderich (Ontario, Canada). She was back to service to deliver a very last salt shipment to 2 harbours on the St. Lawrence Seaway and then came alongside section 29 in Montréal. Renamed *Mari*, she was waiting for the *Diavlos Pride* to be towed for demolition in Turkey. *Diavlos Pride*, ex-*Carangue*, is appreciated in Canada : she already came there to take the ex *Algoma Montréalais* in tow (Cf. "Shipbreaking # 40", p 7-8). This time, she delivered *Mari* to Leyal shipbreaking yard on June 2, 10 days before the planned arrival time.




On St Lawrence Seaway © **Simon Laberge**



At Aliaga © **Selim San**

Alpha Flame (ex-*United Support*). IMO 9185774. Length 225 m, 9,934 t. Greek flag. Classification society Det Norske Veritas. Built in 1999 in Sasebo (Japan) by Sasebo H.I.. Owned by Alpha Bulkiers Shipmanagement Inc (Greece). Sold for demolition in Pakistan. 297 US \$ per ton.



 *Anangel Eternity* (ex-*Virginie Venture*). IMO 9176644. Length 289 m, 21,550 t. Deflagged from Greece to Niue for her last voyage as *Eternity*. Classification society Bureau Veritas. Built in 1999 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold for an unspecified destination of demolition. After a very last delivery from Australia towards China, she left Singapore and headed for the Bangladeshi shipbreaking yards. 305 US \$ per ton including enough bunkers for the voyage.



Anangel Eternity, London (United Kingdom), December 2012 © **Ivan Meshkov**

APJ Akhil. IMO 8116867. Length 210 m, 10,306 t. Indian flag. Classification society Indian Register of Shipping. Built in 1989 in Maizuru (Japan) by Hitachi. Owned by Apeejay Shipping Ltd (India). Sold for demolition in Pakistan. 262 US \$ per ton.

Arktis (ex-*Shark Island*, ex-*Christine O.*, ex-*Abbot Point*, ex-*Forest Venture*). IMO 9116137. Length 175 m, 7,352 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Hudong. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2002 in Fremantle (Australia), in 2005 in (Romania), in 2009 in Silvertown (United Kingdom), in 2010 in Townsville (Australia) and in 2011 in Hobart (Australia). Sold for demolition in Pakistan.



Arwad Tower (ex-*Stephania I*, ex-*Stephania*, ex-*Sea Crystal*, ex-*Astral Ocean*). IMO 8406925. Length 178 m, 6,137 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Setoda (Japan) by Naikai. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2003 in Ghent (Belgium) and in 2005 in Iskenderun (Turkey). Sold for demolition in Pakistan. 290 US \$ per ton.



Arwad Tower, December 2014, off Las Palmas (Canary Islands)
© Lars Staal



Gadani, May 2016 © Nomi Raheem



Assimina (ex-*La Jolla*, ex-*Konkar Maroula*, ex-*World Refresh*, ex-*Valiant*). IMO 9145669. Length 224 m, 9,495 t. Deflagged from Malta to Marshall Islands. Classification society Nippon Kaiji Kyokai. Built in 1997 in Ariake (Japan) by Hitachi. Owned by PL Shipping Co (Greece). Detained in 2006 in Gdansk (Poland), in 2008 in Newcastle (Australia), in 2013 in Lianyungang (China), in 2014 in Guangzhou (China) and in 2015 in Shenzhen (China). Sold for demolition in Bangladesh. 285 US \$ per ton.



Badri Prasad (ex-*Songa Peak*, ex-*Castle Peak*). IMO 8903284. Length 273 m, 17,618 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Tsu (Japan) by NKK Corp. Owned by Essar Shipping LTD (India). Detained in 2003 in Chiba (Japan) and in 2006 in Hong Kong (China). Sold for demolition in Pakistan. 314 US \$ per ton.



Bulk carrier *Badri Prasad* in Singapore, August 7, 2015. © John Wilson

Best Honor (ex-*Port Arthur*, ex-*Bellus*). IMO 9035632. Ex tanker converted to bulker in 2011. Length 182 m, 9,038 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1992 in Marugame (Japan) by Imabari Zosen. Owned by Skaarup Management Co Ltd (Hong Kong, China). Detained in 2013 in Tianjin (China). Sold for demolition in Bangladesh.



The tanker *Port Arthur*, at Sydney (Australia), July 2008 © Clyde Dickens



The bulker *Best Honor*, port of Vanino (Russia), December 2015 © andy.ru73



Blue Mont Blanc (ex-*Bahia Blanca*, ex-*Cosmic Fortune*). IMO 9156589. Length 225 m, 9,692 t. Deflagged from Panama to Comoros for her last voyage as *Blue Mont*. Classification society Korean Register of Shipping. Built in 1998 in Tadotsu (Japan) by Hashihama Zosen. Owned by Golden Bridge Financial Group Corp (South Korea). Detained in 2003 in Newcastle (Australia), in 2005 in Honolulu (Hawaii, USA) and in 2008 in Esperance (Australia). Sold for demolition in Bangladesh.



Brother Glory. IMO 9143489. Length 190 m, 8,182 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Jinhae (South Korea) by Daedong SB Co. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh.



Bruiser (ex-*Amethyst Star*, ex-*Amber Vita*, ex-*Maistros Breeze*, ex-*Mighty Confidence*, ex-*Clipper Might*, ex-*Svitava*, ex-*City of Sunderland*). IMO 9052721. Length 181 m, 7,325 t. Deflagged from Malta to Sierra Leone in December 2015. Classification society Lloyd's Register of Shipping. Built in 1995 in Mangalia (Romania) by 2 May Mangalia. Owned by Ruad Marine Services Srl (Romania). Detained in 2003 in Calais (France) and in Kwinana (Australia) and in 2012 in Rouen (France). Sold for demolition in India.



C. Harmony (ex-*Anangel Dawn*, ex-*Stellar Era*). IMO 9071222. Length 270 m, 18,136 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Hana F&I Inc (South Korea). Sold for demolition in Bangladesh. 308 US \$ per ton.

C. Oasis (ex-*Mineral Oak*). IMO 9122784. Length 288 m, 22,480 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China SB Corp. Owned by GMF Great Ocean Shipping (South Korea). Detained in 2013 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 286 US \$ per ton.



C. Polaris (ex-*C. Polaris*, ex-*Kate*, ex-*World Nord*). IMO 9074509. Length 274 m, 18,502 t. South Korean flag. Classification society American Bureau of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2013 in Port-Cartier (Canada). Sold for demolition in Bangladesh. 320 US \$ per ton.



C. Queen (ex-Nymphe, ex-Polystar). IMO 9040857. Length 270 m, 19,547 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Chiba (Japan) by Mitsui. Owned by Shinhan Capital Co Ltd (South Korea). Detained in 2004 in Gijón (Spain). Sold for demolition in Bangladesh. 279 US \$ per ton.




C. Triumph (ex-Pantelis SP, ex-Eric L.D.). IMO 9169225. Length 289 m, 20,852 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1999 in Okpo (South Korea) by Daewoo. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2012 in Zoushan (China). Sold for demolition in Pakistan. 288 US \$ per ton.



In the Bosphorus off Sariyer in August 2012
© Marc Ottini

Camocim (ex-Norsul Camocim). IMO 9056387. Length 200 m, 9,265 t. Liberian flag. Classification society Det Norske Veritas. Built in 1996 in Rio de Janeiro (Brazil) by Caneco. Owned by Companhia de Navegacao Norsul (Brazil). Detained in 2011 in Fangcheng (China). Sold for demolition in Bangladesh. 288 US \$ per ton.



 *Cape Climber (ex-Front Climber)*. IMO 8906896. Ex OBO converti in Bulk carrier in 2005. Length 285 m, 23,473 t. Deflagged from Singapore to Democratic Republic of Congo for her last voyage as *Climber*. Classification society Korean Register of Shipping. Built in 1991 in (South Korea) by Hyundai.

Cape Climber was one in a series of former OBO (Ore/Bulk/Oil carrier) converted to bulkers that were announced sold to be broken up by their Norwegian shipowner Frontline in the years 2011-2012. In June of year 2012, the final destination of *Front Climber* was not known. Her purchase price was said to be 400 US \$ per ton. The ship which was then in Ukraine escaped scrapping and kept on sailing for the Singapore-based Freight Bulk Pte Ltd under the name *Cape Climber*. She has been beached for demolition in Pakistan on April 27, 2016. Her purchase price at this time was no more than 307 US \$ per ton.



Escaping through Bosphorus Strait in July 2012 © Marc Ottini

Information	Since
IMO number :	8906896
Name of ship :	FRONT CLIMBER (since 01-05-1991)
Call sign :	S6MZ
MMSI :	564156000
Gross tonnage :	89004 (during 1991)
DWT :	169146
Type of ship :	Bulk Carrier (since 01-03-2005)
Year of build :	1991
Flag :	Singapore (since 01-12-1996)
Status of ship :	To Be Broken Up (since 08-06-2012)
Last update :	19/06/2012

To be broken up, June 2012

Ship info

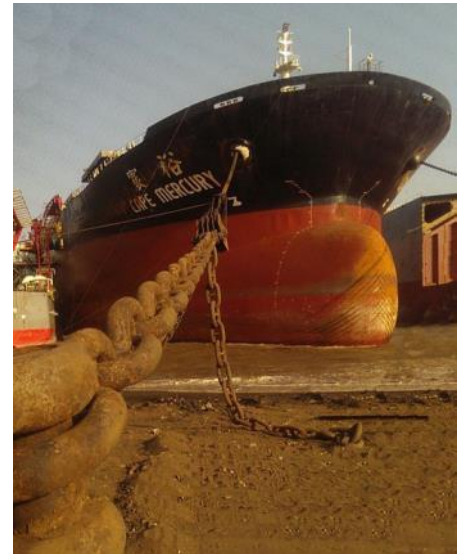
IMO number :	8906896
Name of ship :	CLIMBER (since 01/04/2016)
Call Sign :	9OEL
MMSI :	676196000
Gross tonnage :	89004 (during 1991)
DWT :	169146
Type of ship :	Bulk Carrier (since 01/03/2005)
Year of build :	1991
Flag :	Congo (Democratic Republic)  (since 01/04/2016)
Status of ship :	To Be Broken Up (since 12/04/2016)
Last update :	21/06/2016

To be broken up, April 2016

Cape Mercury. IMO 9150755. Length 288 m, 22,333 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China SB Corp. Owned by U-Ming Marine Transport-SNG (Singapore). Detained in 2004 in Port Talbot (United Kingdom) and in 2011 in Gladstone (Australia). Sold for demolition in India. 275 US \$ per ton.



June 2014, at Vancouver Harbour anchorage (Canada) as the sun breaks through overcast and hazy skies. © **ML Jacobs**



Alang, May 2016 © **Asif Gadhiya** 



Carina (ex-Waimea, ex-Alba, ex-Hawthorn, ex-NOL Sirius). IMO 9128221. Length 225 m, 10,783 t. Deflagged from Hong Kong to Niue for her last voyage as *Arina*. Classification society Lloyd's Register of Shipping. Built in 1997 in Geoje (South Korea) by Samsung. Owned by Pu Yuan Shipping Co Ltd (Hong Kong, China). Detained in 2010 in Gladstone (Australia) and in 2011 in Geraldton (Australia). Sold for demolition in Bangladesh. 275 US \$ per ton.



Castle (ex-Colchester Castle, ex-Getaldic, ex-Unterwalden) IMO 9137428. Length 190 m, 9,537 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1996 in Shanghai (China) by Jiangnan. Owned by Opes Maritime Ltd (Singapore). Detained in 2005 in Dampier (Australia) and in 2014 in Venice (Italy) and Alexandria (Egypt). Sold for demolition in Pakistan.



Castle, november 20, 2015, Singapore © **Martin Klingsick**

Chennai Jayam (ex-Effy N, ex-Fellow, ex-West Orins). IMO 8200474. Length 193 m, 7,921 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by India Cements Ltd (India). Detained in 2005 in Rotterdam (Netherlands), in 2008 in Tianjin (China) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh. 290 US \$ per ton.





China Steel Express. IMO 9127253. Length 289 m, 22,746 t. Deflagged from Taiwan to Togo for her last voyage as *Steel Express*. Classification society Lloyd's Register of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China SB Corp. Owned by China Steel Express Corp (Taiwan). Detained in 2008 in Dampier (Australia) and in 2011 in Hay Point (Australia). Sold as is in Kaohsiung (Taiwan) for an unspecified destination of demolition, she eventually arrived on June 24 off Pakistan. 296 US \$ per ton including 350 t of bunkers.



China Steel Trader. IMO 9127265. Length 289 m, 22,746 t. Deflagged from Taiwan to St Kitts and Nevis for her last voyage as *Steel Trader*. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China SB Corp. Owned by China Steel Express Corp (Taiwan). Detained in 2008 in Dampier (Australia). Sold as is in Taiwan for demolition in Bangladesh. 270 US \$ per ton including 400 t of bunkers.



At Kaohsiung (Taiwan), October 2009
© Leu CD/MarineTraffic



At Chittagong, May 2016
© Sajjad Chowdhury

Confidence Ocean (ex-*Sea Paradise*, ex-*Ocean Paradise*, ex-*Pacific Seagull*). IMO 9145994. Length 189 m, 7,197 t. Panamanian flag. Classification society China Classification Society. Built in 1996 in Oshima (Japan) by Oshima SB. Owned by Qingdao Huiquan Shipping Co (China). Detained in 2006 in Port Hedland (Australia). Sold for demolition in Bangladesh. 286 US \$ per ton.



Vancouver (Canada), August 2011
© Ray J Ordano



Confidence Ocean, Chittagong, June 2016 © Sajjad Chowdhury

Daisy (ex-*Urmila*, ex-*Alpheos*, ex-*Jackie*). IMO 8314782. Length 224 m, 11,992 t. St Kitts and Nevis flag. Classification society Registro Italiano Navale. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Arka Global Marine Services (United Arab Emirates). Detained in 2003 in Hachinohe (Japan), in 2008 in Gladstone (Australia), in 2010 in Qingdao (China), in 2012 in Vungtau (Vietnam) and in 2013 in Ningde (China) and in Yangjiang (China). Sold for demolition in Pakistan.



Denak Trader (ex-Voetrader, ex-Far Eastern Progress). IMO 9108269. Length 224 m, 9,495 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1996 in Maizuru (Japan) by Hitachi. Owned by Denak Depoculuk (Turkey). Detained in 1999 in El Ferrol (Spain), in 2004 in Newcastle (Australia) and in 2010 in Honolulu (Hawaii, USA). Sold for demolition in Pakistan. 289 US \$ per ton.



Dia Yuan (ex-Duro, ex-Bremen Max, ex-Bunga Saga Satu). IMO 9050369. Length 225 m, 10,489 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2000 in Newcastle (Australia), in 2002 in Kobe (Japan), in 2005 de nouveau in Newcastle, in 2008 in Gladstone (Australia) and in 2014 in Lianyungang (China). Sold and beached for demolition in Pakistan as *Germ*. 276 US \$ per ton.



September 2015, loading coal in Toboneo (Indonesia) © Iwan Afwan

Dynasty (ex-Orchid Ocean, ex-Reliance Ocean, ex-Renee, ex-Costas G.O., ex-American Trader). IMO 9103142. Length 188 m, 7,582 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India.



Port of Vanino (Russia), April 2014 © Andy.ru

Endeavour (ex-RTS Pioneer, ex-Endeavour). IMO 9131541. Length 225 m, 10,279 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Imari (Japan) by Namura. Owned by Atlantica Shipping AS (Norway). Detained in 2009 in Gladstone (Australia) and in 2012 in Guangzhou (China). Sold for demolition in Pakistan.



Energy Enterprise (ex-*Energy Independence*). IMO 8026799 Bulk carrier. Length 203 m, 10,566 t. USA flag. Classification society American Bureau of Shipping. Built in 1983 in Quincy (USA) by General Dynamics. Owned by LMS Ship management Inc (USA). Sold for demolition in India. 270 US \$ per ton.

Providence (USA), April 2015,
© Nate/Shipspotting



Energy Ranger (ex-*Cape Infanta*). IMO 9117325. Length 190 m, 8,206 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1996 in Keelung (Taiwan) by China SB Corp. Owned by Enterprises Shipping & Trading SA (Greece). Sold for demolition in Pakistan. 296 US \$ per ton.



Ever Glory III (ex-*Lucky B.*, ex-*S Kala*, ex-*Fassa*, ex-*La Marquesa*). IMO 8223347. Length 190 m, 9,938 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Marugame (Japan) by Imabari Zosen. Owned by Universal International Corp (Taiwan). Detained in 2007 in Foynes (Ireland) and in 2015 in Yangjiang (China). Sold for demolition in Bangladesh..



Federal Kasser (ex-*Federal Polaris*). IMO 8321929. Length 183 m, 6,730 t. Belize flag. Classification society Registro Italiano Navale. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Old Stone Shipmanagement Ltd (Lebanon). Sold for demolition in India. 259 US \$ per ton.



Federal St Laurent. IMO 9110896. Length 200 m. Barbados flag. Classification society Det Norske Veritas & Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan. Owned by Fednav Ltd (Canada). Detained in 2005 in Newcastle (Australia). Sold for demolition in Xinhui, China.



Federal Saint Laurent in Ijmuiden (Netherlands),
September 2015 © Erwin Willemse

Fu Le. IMO 9164316. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Namura (Japan) by Imari. Owned by COSCO Hong Kong (Hong Kong, China). Sold for demolition in China.

Garnet (ex-*Anarita*, ex-*Skava*, ex-*Kapitan A. Polkovskiy* ex-*Kopelia*). IMO 7702516. Length 173 m, 6,131 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Innoshima (Japan) by Hitachi. Owned by World Merge Shipping Management SA (Taiwan). Detained in 2009 in Guangzhou (China), in 2012 in Ningbo (China), in 2013, 2014, twice in 2015 and then once in 2016 in Xiamen (China). Sold for demolition in Bangladesh.



Genco Marine (ex-Lucky Marine). IMO 9125906. Length 188 m, 7,622 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1996 in Toyohashi (Japan) by Kanasashi. Owned by Genco Ship Management LLC (USA). Sold for demolition in Pakistan. 291 US \$ per ton.



Genco Marine in the Indian Ocean, May 25 2009. © Marc Ottini

Generous (ex-Hatakaze). IMO 8130124. Ex tanker converted to bulker in 2008. Length 149 m, 5,597 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by YKJ Shipping Co Ltd (China). Detained in 2000 in New Plymouth (New Zealand). Sold for demolition in Bangladesh.



Go Skar (ex-Go Star, ex-IDC 3, ex-European Trader) IMO 9071416. Length 186 m, 8,021 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by Marine Spirit SA (Greece). Detained in 2006 in Lianyungan (China), in 2011 in Gwangyang (South Korea) and in 2015 in Zhanjiang (China) and in Nakhodka (Russia). Sold for demolition in Bangladesh.



Go Star, Singapore, January 2009 © Fehmi Ulgener

Golden Trust (ex-NSS Bonanza). IMO 9146728. Length 289 m, 21,937 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1996 in Mihara (Japan) by Koyo DY Co. Owned by Jiangsu Huaxi Ship Management Co Ltd (China). Sold for demolition in Pakistan. 316 US \$ per ton.

Goonyella Trader. IMO 9146730. Length 289 m, 21,320 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mihara (Japan) by Koyo DY Co. Owned by Kumiai Senpaku Co Ltd (Japan). Sold for demolition in Bangladesh. 277 US \$ per ton including enough bunkers for the voyage.

Great Ambition. IMO 9187746. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1999 in Oppama (Japan) by Sumitomo. Owned by Sinotrans Ship Management Ltd (China). Sold for demolition in Jingjiang, China.

Great Intelligence. IMO 9213557. Length 225 m, 9,800 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 2000 in Sasebo (Japan) by Sasebo H.I. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2011 in Dunkirk (France). Sold for demolition in China. 204 US \$ per ton.



Great Intelligence, outbound from Rotterdam in June 2004 © **Marc Ottini**

GS Angel (ex-Saar N., ex-Saar Ore). IMO 9085340. Length 266 m, 16,477 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Global Service Corp (South Korea). Sold for demolition in Bangladesh. 320 US \$ per ton including 150 t of bunkers..

Hanhai. IMO 9110286. Length 186 m. Panamanian flag. Classification society China Classification Society. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Shipping Co Ltd (Hong Kong, China). Sold for an unspecified destination of demolition.

Hellenic Wind (ex-Orchid Star) IMO 9132973. Length 225 m, 9,754 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Numakuma (Japan) by Tsuneishi. Owned by Hellenic Shipmanagement Corp (Greece). Detained in 2013 in Chennai (India). Sold for demolition in Pakistan.



Heng Shan Hai. IMO 9160281. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong. Owned by Cosco Bulk (China). Sold for demolition in China by Dasha Scrapyard.



Heng Shan Hai, 2 years old but already tired, Amsterdam (Netherlands), January 2000. © **Har/Shipspotting**

Hua Qiang. IMO 9144495. Length 186 m, t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Shipping Co Ltd (Hong Kong, China). Detained in 2015 in Houston (Texas, USA). Sold for demolition in China in Jiangyin.



Hua Tai (ex-*Hua Xin*, ex-*Antares*, ex-*Allegre*, ex-*Anette*, ex-*Oslofjord*). IMO 8316572. Ex tanker converti in Bulk carrier in 2009. Length 174 m, 9,255t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Shandong Shidao International Shipping Management Co Ltd (China). Detained in 2001 in Rotterdam (Netherlands) and in 2013 in Nantong (China). Sold for demolition in Bangladesh. 285 US \$ per ton.



Hua Xiang (ex-*Pan Leader*, ex-*Pan Grace*, ex-*Stellar Sophy*, ex-*Lake Mashu*). IMO 8604905. Length 167 m, 5,509 t. Palau flag. Classification society Korean Register of Shipping. Built in 1986 in Hakodate (Japan) by Hakodate Dock. Owned by Vastfield Ltd (China). Detained in 2002 in Townsville (Australia). Sold for demolition in Bangladesh. 265 US \$ per ton.



Shanghai, China, May 2015 © Vladimir Knyaz

Indian Ocean I (ex-*Mary F*). IMO 9116723. Length 190 m, 8,642 t. Panamanian flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo HI. Owned by Ceren Denizcilik Sanayi ve Ticaret Ltd (Turkey). Detained in 2011 in Port Kembla (Australia). Sold for demolition in Pakistan. 290 US \$ per ton.



Iron Baron (ex-*Philippe L.D.*). IMO 9169249. Length 289 m, 20,753 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1999 in Okpo (South Korea) by Daewoo HI. Sold for demolition in Bangladesh. 320 US \$ per ton.



Iron Baron in Ijmuiden (Netherlands), October 20, 2015.
© Molen/Shipspotting

Jens Warrior (ex-*Vogebulker*, ex-*Heng Shan*). IMO 9174658. Length 289 m, 22,500 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1999 in Samho (South Korea) by Halla. Owned by Polembros Shipping Ltd (Greece). Detained in 2013 in Rotterdam (Netherlands) and in 2015 in Dampier (Australia). Sold for demolition in Pakistan. 297 US \$ per ton.



Jens Warrior, just minuts prior beaching in Gadani, Pakistan © Shahid Ayub

Jimei Jinhao (ex-*Ocean Preface*, ex-*Geeta*, ex-*De Poterne*). IMO 9059963. Length 225 m, 10,078 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1993 in Okpo (South Korea) by Daewoo SB & HM. Owned by Mentor Pacific Ltd (China). Detained in 2001 in Sasebo (Japan), in 2009 in Port Cartier (Canada), in 2010 in Civitavecchia (Italy), in 2011 in Mourmansk (Russia) and in 2014 in Ningbo (China). Sold for demolition in Pakistan. 277 US \$ per ton.



K. Cosmos (ex-*Titan Taurus*, ex-*Titan Uranus*, ex-*Sina*, ex-*Diamond Echo*). IMO 9000895. Ex supertanker converted to ore carrier in 2008. Length 315 m, 37,994 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Korea Line Corp (South Korea). Sold for demolition in Bangladesh. 308 US \$ per ton.



Tanker times © Titan Petroleum Co

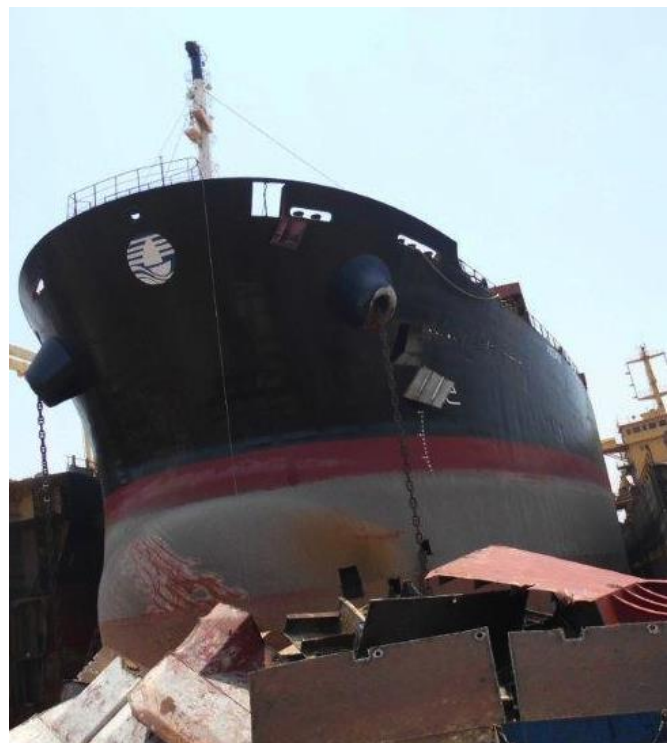


Bulker times, Singapore, November 2013 © Jan Ove

Kalpana Prem (ex-*Ocean Senang*, ex-*Maersk Senang*). IMO 9212254. Length 225 m, 10,893 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Marugame (Japan) by Imabari Zosen. Owned by Mercator Lines Ltd (Singapore). Detained in 2001 in Tianjin (China), in 2005 in Zhangjiagang (China), in 2010 in Illichivsk (Ukraine), in 2011 in Zoushan (China) and in Vancouver (Canada) and in 2014 in Shanghai (China). Beached for demolition in India as *Vicente* painted small and in a hurry. Was it the cook's name ? 287-290 US \$ per ton.



Kalpana Prem, Victoria (British Columbia) , December 2011 © Patrick Lawson



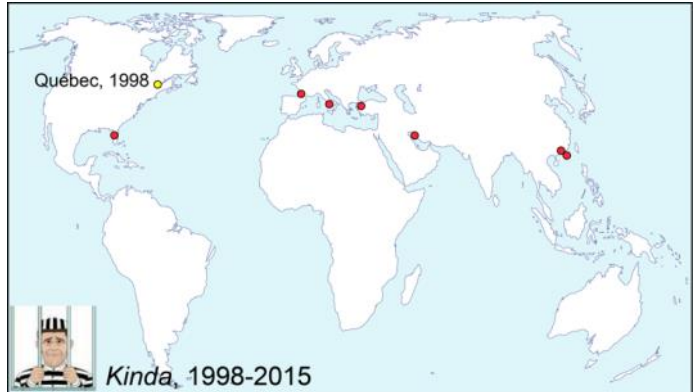
Renamed *Vicente* in Alang © Alang Ship Info



Kinda (ex-Siam Garnet, ex-Siam Ruby, ex-Asean Sea 02, ex-Alexandros TH, ex-Pipitsa Petrakis, ex-Hakusan). IMO 8217697. Length 176 m, 7,273 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shiogama (Japan) by Tohoku SB Co. Owned by Shenzhen Daxi Marine Shipping Co Ltd (China). Bronze medallist in the substandard ship contest with 8 detentions in 1998 in Quebec City (Canada), in 1999 in Tampa (Florida, USA), in 2003 in Bassens (France), in 2005 in Naples (Italy), in 2008 in Izmit (Turkey), in 2011 in Kharg (Iran), in 2012 in Guangzhou (China) and in 2015 in Hong Kong (China). Sold for demolition in Bangladesh. 269 US \$ per ton.



At Hong Kong, July 2012 © Andreas Schlatterer



The worldwide detentions of *Kinda* © Robin des Bois



KWK Exemplar. IMO 9222950. Length 289 m, 22,016 t. Deflagged from Singapore to Comoros for her last voyage as *Exemplar*. Classification society American Bureau of Shipping. Built in 2001 in Samho (South Korea) by Samho H.I.. Owned by Exemplar Bulk Carriers Co Ltd (Hong Kong, China). Sold for demolition in Bangladesh. 324 US \$ per ton



Lan Hai Chuan Xin (ex-Zheng He, ex-Tomis Future, ex-Baia Sprie). IMO 8607957. Length 253 m, 17,835 t. Deflagged from China to St Kitts and Nevis for her last voyage. Classification society China Classification Society. Built in 1989 in Mangalia (Romania) by 2 May Mangalia. Towed for demolition in India by tug *Kamarina*.



Lian Fu Star (ex-Themis P., ex-Royal Pilot). IMO 9075539. Length 225 m, 9,422 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by China Minsheng Shipping Management Co Ltd (China). Detained in 2002 in Hay Point (Australia) and in 2013 in Vancouver (Canada). Sold for demolition in Bangladesh. 295 US \$ per ton.



Lihai. IMO 9159464. Length 187 m. Panamanian flag. Classification society China Classification Society. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Bulk Carrier Co Ltd (China). Sold for demolition in China in Jiangyin.

Lipica (ex-Annetta, ex-Western Iris). IMO 9144299. Length 181 m, 7,747 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1998 in Kure (Japan) by Ishikawajima. Owned by Genshipping Corp (Slovenia). Detained in 2009 in Yingkou (China), in 2010 in Guangzhou (China), in 2011 in Kwinana (Australia), in 2013 in Rotterdam (Netherlands) and in 2015 in Ravenna (Italy). Sold for demolition in Pakistan. 287 US \$ per ton.



Lipica, beached in Gadani, May 2016 © Viral Shah

Mallia (ex-Cleanthes, ex-Olympic Miracle). IMO 8307662. Length 183 m, 6,597 t. Sierra Leone flag. Classification society Registro Italiano Navale. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Fleet Management Ltd (Lebanon). Detained in 1998 in Antwerp (Belgium), in 2003 in Savona (Italy) and in 2006 in Casablanca (Morocco). Sold for demolition in India.



Maratha Deep (ex-Industry, ex-Asia Industry). IMO 7375234. Trans-shipment vessel. Length 185 m, 8,630 t. Indian flag. Classification society Indian Register of Shipping. Built in 1974 in Osaka (Japan) by Osaka Zosen. Owned by Chowgule & Co Pvt Ltd (India). Sold for demolition in India.



Alang, April 2016 © Viral Shah

Maria T.L. (ex-Pretty Ruby). IMO 9138939. Length 190 m, 8,645 t. Greek flag. Classification society Bureau Veritas. Built in 1997 in Jinhae (South Korea) by Daedong SB Co. Owned by Tri-Marine SA (Greece). Sold for demolition in Bangladesh. 289 US \$ per ton.



Maroni (ex-Augusta A, ex-Lowlands Sumida, ex-Federal Sumida). IMO 9170274. Length 225 m, 10,165 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Unimor Shipping (Ukraine). Detained in 2009 in Port Lavaca (Texas, USA). Sold for demolition in Bangladesh. 282 US \$ per ton.



Master Nicos (ex-Marabou, ex-Voc Pioneer, ex-Pendrecht, ex-Vitkovice). IMO 8610916. Length 196 m, 10,139 t. Barbados flag. Classification society Polish Register of Shipping. Built in 1989 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Navegadora Transpacifica SA (Greece). Detained in 2003 in Sainte Croix (US Virgin Islands) and in 2004 in Valparaiso (Chile). Sold for demolition in Pakistan. 296 US \$ per ton including a spare propeller.



At Piraeus (Greece), in May 2015 © Marc Ottini

Megas (ex-Omegas, ex-CSK Eminence). IMO 9138082. Length 225 m, 12,150 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Shanghai (China) by Jiangnan. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2005 in Seattle (USA), in 2012 in



Paradip (India), in 2013 in Tianjin (China), in 2015 in Kwinana (Australia) and in Melbourne (Australia) and in 2016 in Qingdao (China). Sold for demolition in Pakistan.




June 20, 2015, Appleton Dock.
Melbourne (Australia) © Paul Finnigan

Meray Alamar (ex-ID Bulker, ex-Ever Forest, ex-Pine Forest). IMO 8812631. Length 174 m, 6,437 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Usuki (Japan) by Minami-Nippon. Owned by Eastern Star Shipping (Lebanon). Detained in 2008 in Safaga (Egypt) and in 2016 in Taman (Russia). Sold for demolition in India.



Meray Alamar, 10 July 2014, in Laem Chabang (Thailand). © Geir Vinnes

Minbei (ex-Hana, ex-Brave, ex-Faros, ex-Atalanti, ex-Bulk Garnet). IMO 8413497. Length 183 m, 7,358 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Ever Glory Maritime Co Ltd (Hong Kong, China). Detained in 2009 in Kwinana (Australia) and in 2013 in Tianjin (China). Sold for demolition in Bangladesh.

 *Navaho* (ex-Gora, ex-Sider Unity, ex-Sider Powern, ex-Lil). IMO 9118226.

 Length 143 m. Deflagged from Bahamas to Sierra Leone for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tianjin (China) by Tianjin Xingang. Owned by MFS Shipmanagement Corp (Greece). Detained in 2007 in Ambarli (Turkey), in 2010 in Darwin (Australia), in 2013 in Koper (Slovenia), in 2014 in Leith (United Kingdom), in 2015 in Constanta (Romania) and in 2016 in Varna (Bulgaria). Sold for demolition in Turkey.



Arrival at Aliaga, May 2016 © Selim San

New Zealand : logs in lots

The 3 sisterships of the South Korean company Pan Ocean were regulars goes to New Zealand to load logs. Wood of all shapes - logs, sawn timber, pulp, paper – is New Zealand 3rd export behind dairy and meat. Plantations consist mainly of Monterey Pine (90%) - *Pinus radiata* – a fast growing coniferous tree that has replaced indigenous forest cover. In 2015, the first three importers of logs from New Zealand, totalling 95%, were China, South Korea and India, 67% for China alone.

New Emerald. IMO 9110987. Length 190 m, 8,836 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Pan Ocean Co Ltd (South Korea). Detained in 2011 in Tyne (United Kingdom). Sold for demolition in Pakistan. 289 US \$ per ton including 650 t of bunkers.



New Emerald at berth in Napier, October 31, 2015
© Tony des Landes



May 2015, Gadani Pakistan © Ovais KI

New Fantasy. IMO 9110999. Length 190 m, 8,852 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Pan Ocean Co Ltd (South Korea). Sold for demolition in Bangladesh. 304 US \$ per ton.



Korean bulk carrier *New Fantasy* sailing Napier (New Zealand) after loading logs for Korea, December 2015 © Brent/Shipspotting

New Giant. IMO 9111008. Length 190 m, 8,864 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Geoje (South Korea) by Samsung. Owned by Pan Ocean Co Ltd (South Korea). Sold for demolition in Bangladesh. 304 US \$ per ton.

Ocean Rider (ex-*Kolocep*, ex-*Arctic Mariner*). IMO 9083823. Length 188 m, 8,400 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1996 in Split (Croatia) by Brodosplit. Owned by Genbulkmarin (Russia). Detained in 2009 in Fremantle (Australia), in 2012 in Callao (Peru) and in 2015 in Gdynia (Poland). Sold for demolition in Bangladesh. 293 US \$ per ton.



Oceanking (ex-Sanko Rose). IMO 9074834. Length 185 m, 9,016 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imari (Japan) by Namura. Owned by Oceanstar Management Inc (Greece). Detained in 2011 in Nantong (China), in 2014 in Bandar Khomeini (Iran) and in 2015 in Changshu (China). Sold for demolition in Pakistan.



© Sanko Line



At Montoir (France), April 2011 →
© Erwan Guéguéniat

Onga. IMO 9206372. Length 320 m, 26,640 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2001 in Imari (Japan) by Namura. Owned by NYK Line - Nippon Yusen Kabushiki Kaisha (Japan). Detained in 2012 in Dampier (Australia). Sold for demolition in China in Jiangyin. 220 US \$ per ton.



Oriental (ex-Oriental Road). IMO 9127629. Length 190 m, 7,837 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Keelung (Taiwan) by China SB Corp. Owned by Marmaras Navigation Ltd (Greece). Sold for demolition in Bangladesh. 294 US \$ per ton.



Oriental Treasure (ex-Nichiho Maru). IMO 9102617. Length 273 m, 17,859 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Tsu (Japan) by NKK Corp. Owned by STX Marine Service Co Ltd (South Korea). Detained in 2003 in Newcastle (Australia). Sold for demolition in Pakistan.

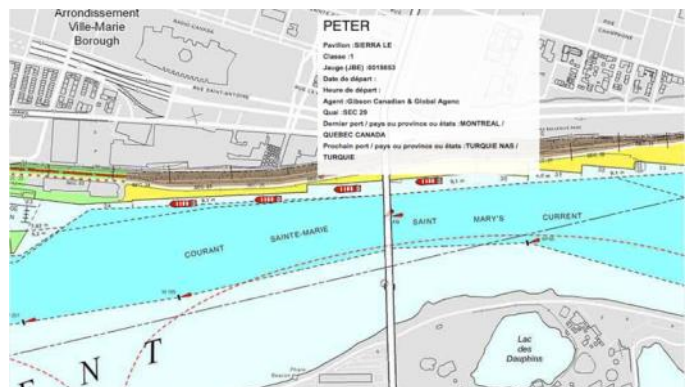


Peter R. Cresswell (ex-Algowest). IMO 8016641. Length 223 m. Deflagged from Canada to Sierra Leone for her last voyage. Classification society Lloyd's Shipping Register. Built in 1982 in Collingwood (Canada) by Collingwood SB Co. *Peter R Cresswell* is one of the Algoma Central Corp ships sent to be broken up this quarter. In the spring of 2016, she sailed on her own power down to Montreal to be moored at section 29 under Jacques Cartier bridge. She became the humble *Peter*; she was deflagged to Sierra Leone. On June 13, 2016, the tug *VB Hispania* arrived at section 28. The heat has been turned up! The convoy left Montreal on June 15, heading for Aliaga.

PETER	
Pavillon :	SIERRA LE
Classe :	1
Jauge (JBE) :	0019853
Date de départ :	
Heure de départ :	
Agent :	Gibson Canadian & Global Agenc
Quai :	SEC 29
Dernier port / pays ou province ou états :	MONTREAL / QUEBEC CANADA
Prochain port / pays ou province ou états :	TURQUIE NAS / TURQUIE



© Simon Laberge



Ship movements - Port of Montreal

Pioneer Atlantic (ex-*Cedar 1*, ex-*Ice Dreamer*, ex-*Navigator II*, ex-*Foremost*). IMO 9057458. Length 225 m, 11,352 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Bidsted & Co A/S (Denmark). Detained in 2015 in Gijon (Spain). Sold for demolition in Bangladesh. 307 US \$ per ton.



Pioneer Atlantic offloading at Montoir (France), January 14, 2012. © Erwan Guéguéniat

Pos Bravery. IMO 9037721. Length 309 m, 26,061 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2012 in Port Walcott (Australia). Sold for demolition in Bangladesh. 273 US \$ per ton.



Postojna (ex-*Tristan*, ex-*Glen Helen*, ex-*Alicahue*). IMO 9144031. Length 183 m, 6,889 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by Splosna Plovba (Slovenia). Detained in 2002 in Valparaiso (Chile), in 2010 in Long Beach (California, USA) and in 2015 in Nantong (China). Sold for demolition in Pakistan. 307 US \$ per ton.



Postojna arriving at Montoir (France) on February 2, 2016 © Erwan Guéguéniat



Romanos (ex-*Ocean Globe*, ex-*Ocean Ranger*, ex-*Bunga Orkid Empat*). IMO 9110353. Length 185 m, 8,012 t. Maltese flag. Classification society Det Norske Veritas. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Nikator Navigation SA (Greece). Detained in 1999 in Setúbal (Portugal). Sold for demolition in Bangladesh. 280 US \$ per ton.



As *Ocean Ranger*, southbound in the Bosphorus, June 2006. © Marc Ottini

Rui Fu (ex-*Starford 9*, ex-*DD Leader*, ex-*Pacdream*, ex-*Bright Ocean*). IMO 8507755. Length 159 m, 5,437 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Guangzhou Seaway International Ship Management Co Ltd (China). Detained in 2008 in Geelong (Australia), in 2009 in Kwinana (Australia), in 2011 in Shanghai (China) and in 2012 in Gwangyang (South Korea). Sold for demolition in Bangladesh. 265 US \$ per ton.



Sentinel II. IMO 8018039. Length 209 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Wilhelmsen Ship Management – USA (USA). Detained in 2001 in Freeport (Texas, USA). Sold for demolition in Jiangmen, China.



Shin Ondo. IMO 9138874. Length 273 m, 18,326 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Imari (Japan) by Namura. Owned by NYK Line (Japan). Officially announced sold for demolition in China 220 US \$ per ton along with *Onga* (cf p 79), but *Shin Ondo* was actually beached in India on May 27 at Priya Blue Industries shipbreaking yard.



Alang, Priya Blue shipbreaking yard © Viral Shah

Shun Kang (ex-*Shun Kang*, ex-*Shun Fa 1*, ex-*B Indonesia*, ex-*Spar Capella*, ex-*Maersk Tukang*) IMO 8811376. Length 230 m, 10,672 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Chengyi International Ship Management Co Ltd (China). Detained in 2009 in Hay Point (Australia). Sold for demolition in Bangladesh.



Silver Star (ex-*Calypso N*, ex-*Seahope*, ex-*Chantara Pearl*, ex-*Seahope*, ex-*Celtic Venture*). IMO 8114417. Length 186 m, 8,013 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1983 in Usuki (Japan) by Minami Nippon. Owned by Tuan Huy Shipping Co Ltd (Vietnam). Sold for demolition in Bangladesh. 251 US \$ per ton.



Transiting Saigon River, Vietnam, July 2015 © Philip Andrew Muscat

Silver Trade (ex-*Samsara*, ex-*Cape Venture*, ex-*Mineral Venture*). IMO 9107916. Length 273 m, 18,403 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Sakaide (Japan) by Kawasaki. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2007 in Port Walcott (Australia). Sold for demolition in Bangladesh. 300 US \$ per ton.



Sino 3 (ex-*Sea Hope*, ex-*Cedar Forest*). IMO 8812722. Length 177 m, 5,996 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by Guangzhou Kuifenghang Shipping Co Ltd (China). Detained in 2007 in Constanta (Romania), in 2010 in Shanghai (China), in 2011 in Zhangjiagang (China), in 2013 in Bandar Khomeini (Iran) and in 2016 in Xiamen (China). Sold for demolition in Bangladesh. 250 US \$ per ton.



April 2002, outward bound in Otago Harbour with scrap metal for Taiwan loaded at Port Chalmers (New Zealand) © Wayne ACourt

Spar Neptun (ex-*Apollon*, ex-*Gran Trader*). IMO 9077238. Length 225 m, 9,302 t. Norwegian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by Spar Shipping AS (Norway). Sold for demolition in India. 290 US \$ per ton.



Starford 6 (ex-*Waily*, ex-*Vanguard*, ex-*Jin Pacific*, ex-*Kouros V*, ex-*Balder Queen*). IMO 8221478. Length 161 m, 6,179 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Guangzhou Seaway International Co Ltd (China). Detained in 2007 in Bandar Khomeini (Iran) and in 2010 in Lianyungang (China). Sold for demolition in Bangladesh. 270 US \$ per ton.



Suchada Naree (ex-*Cynthia Winner*). IMO 9104495. Length 151 m, 5,000 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2010 in Quangninh (Vietnam). Sold for demolition in Bangladesh. 250 US \$ per ton.



Sunny Ocean (ex-*Cape Australia*). IMO 8906676. Length 270 m, 18,451 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Owned by Winning Shipping Co Ltd (China). Detained in 2004 in Velsen (Netherlands). Sold for demolition in Pakistan. 295 US \$ per ton.



Tharinee Naree (ex-*Cynthia Pioneer*). IMO 9106742. Length 150 m, 5,008 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Toyohashi (Japan) by Kanasashi. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2010 in Townsville (Australia) and in 2012 in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh. 279 US \$ per ton.



Thor Wave (ex-*Great Rainbow*). IMO 9139775. Length 187 m, 10,171 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1998 in Singapore by Jurong SY. Owned by Thoresen Shipping Ltd (Thailand). Sold for demolition in Bangladesh. 290 US \$ per ton.

Thor Wind (ex-Great Fortune). IMO 9146388. Length 187 m, 10,126 t. Singapore flag. Classification society Bureau Veritas. Built in 1998 in Singapore by Jurong SY. Owned by Thoresen Shipping Ltd (Thailand). Sold for demolition in Bangladesh. 290 US \$ per ton.



Valletta (Malta), December 2012. © Emmanuel L.

Tian Du Feng. IMO 9203497. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Oshima (Japan) by Oshima SB. Owned by China Shipping International Ship management Co Ltd (China). She arrived early June at Zhangjiagang shipbreaking yard (China).

Tian Tong Feng. IMO 9233363. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Imari (Japan) by Namura. Owned by China Shipping Group Co Ltd (China). She arrived late April at Jiaojiang shipbreaking yard (China).



Tian Yang Feng. IMO 9227699. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 2000 in Marugame (Japan) by Imabari Zosen. Owned by China Shipping Group Co Ltd (China). Sold for demolition in China.

Departing Hay Point, (Australia), with a cargo of coal, November 2015 © Tropic Maritime Photos

Tianronghai. IMO 9203112. Length 289 m. Panamanian flag. Classification society China Classification Society. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Qingdao Ocean Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Tolmi (ex-Pisces Venturer, ex-Finnwood, ex-Lanka Abhaya, ex-Finwood). IMO 8117615. Length 184 m, 9,794 t. Greek flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Gdansk (Poland) by les chantiers Lénine. Owned by Doil Steamship Ltd (Greece). Detained in 2003 in Punta Arenas (Chile) and in 2004 in Qingdao (China). Sold for demolition in India. 295 US \$ per ton.



Tolmi, at Piraeus (Greece), May 3, 2013. © Marc Ottini

Triglav (ex-*Andrea D.*, ex-*Western Island*). IMO 9144304. Length 181 m, 7,776 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Kure (Japan) by Ishikawajima-Harima. Owned by Splosna Plovba Doo (Slovenia). Detained in 2009 in Hay Point (Australia). *Triglav*, named after the highest mountain in Slovenia (2864 m) and the National Park occupying 3% of the Slovenian territory, was beached for demolition in Bangladesh. 287 US \$ per ton.



Chittagong © Ariful Hassan Nayan



Triglav National Park © Dan Briški

Tropical Star (ex-*Grand Fortune*, ex-*Fortune Queen*, ex-*Axon Queen*, ex-*Nimet Pisak*, ex-*New Opal*, ex-*Sanko Sapphire*). IMO 8307181. Length 179 m, 6,681 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Mingtai Navigation Co Ltd (Taiwan). Detained in 2001 in Los Angeles (USA), in 2002 and 2004 in Vancouver (Canada), in 2006 in San Francisco (USA) and in 2011 in Singapore. Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh. 195 US \$ per ton.



Tu Qiang. IMO 9154581. Length 186 m. Panamanian flag. Classification society China Classification Society. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by COSCO Shipping Co Ltd (Hong Kong, China). Sold for demolition in China in Jiangmen.

U Happy (ex-*Oji New Century*) IMO 9130626. Wood chip carrier. Length 195 m, 8,875 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Qingdao Fulon International Ship Management Incorporation Co Ltd (China). Detained in 2009 in Albany (Australia) and in 2011 in Geelong (Australia). Sold and beached for demolition in Bangladesh. 276 US \$ per ton.



Victoria R (ex-*Victoria*, ex-*Ignacy Daszynski*). IMO 8502561. Length 195 m, 8,424 t. Belize flag. Classification society Universal Shipping Bureau. Built in 1988 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2012 in Mersin (Turkey). Sold for demolition in India. 253 US \$ per ton.



Ignacy Daszynski in the Bay of Seine (France), November 5, 2010 © Erwan Guéguénat

Wise 1 (ex-*Bosporus*, ex-*World Place*). IMO 9074523. Length 274 m, 18,434 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Qingdao Fulon International Ship Management Incorporation Co Ltd (China). Sold for demolition in Pakistan.



Port of Newcastle (Australia), October 2015
© Owen Foley

Wu Zhou 2 (ex-*Vassilios*, ex-*Marinicki*, ex-*Mariniki*, ex-*Caribbean Sky*, ex-*Polar Star*). IMO 8711112. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by China Shipping Group Co (China). Sold for demolition in Xinhui, China.

Yong Jia. IMO 9236183. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 2001 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Shipping Co Ltd (Hong Kong, China). Detained in 2010 in Newcastle (Australia). Sold for demolition in Jiangyin, China.



You Ya. IMO 8914714. Length 177 m. Chinese flag. Unknown classification society. Built in 1990 in Toyohashi (Japan) by Kanasashi. Owned by Cosco Shenzhen (China). Sold for demolition in Jiangyin, China.



Yuehai. IMO 9109926. Length 186 m. Panamanian flag. Classification society Det Norske Veritas & Germanischer Lloyd. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Yuehai in Montoir (France), October 2, 2015 © Erwan Guéguénat



Zheng Tai (ex-*Global Triumph*, ex-*Maratha Mighty*). IMO 9118666. Length 225 m. Panamanian flag. Classification society Registro Italiano Navale and Bureau Veritas. Built in 1995 in Keelung (Taiwan) by China SB Corp. Owned by Zheng Tong Shipping Group Ltd (China). Detained in 2002 in Hay Point (Australia) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh



Reefer

Electra (ex-*Elektra*, ex-*Astra*, ex-*Astraia*, ex-*Colombian Reefer*, ex-*Cacilia B*). IMO 8404238.. Length 149 m, 5,250 t. St. Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Detained in 2008 in Gdansk (Poland). Sold for demolition in India. 301 US \$ per ton including 25 t of aluminium.



Passing Terneuzen (Netherlands) in June 2014 © Marc Ottini

The END

Kapetan Christos, ex-Marie Aude, a star leaves the sea



The *Marie Aude* had her moment of fame. She was the star of a TV series aired on the big French channel TF1. 13 Episodes under the title "Jo Gaillard", the name of the captain and owner. The character Jo Gaillard was created by the Belgian author Jean Paul Duvivier in his books written between 1961 and 1974. The title role is played by Bernard Fresson.



The *Marie Aude* is a great voyager and righter of wrongs. The scenarios written mainly by RM Arlaud, Jacques Robert and famous writers of police novels Boileau-Narcejac. Most of the screen play is signed Christian-Jaque. The *Marie Aude* was a pioneer. She surely was the cause for many seafarers' vocation and maybe inspired the brilliant inventor of Greenpeace, David Mc Taggart.



© Stockholm Rederi AB Svea

In real life, this small cargo of 1,125 tons deadweight was originally the Swedish *Staffan*, built in 1957 by the Lödöse shipbuilding yard, established on the canal joining Lake Venern to the sea. She was serviced by Stockholms Rederiaktiebolag Svea, that in its time was one of the major ship owner in Sweden. Since the 19th century the company has operated ships to transport goods and passengers along the Swedish coast and in the Baltic Sea. During the 30s, its fleet counted about a hundred units. The *Staffan* would link the Swedish ports to the rest of Northern Europe, particularly to Rouen where she delivered Swedish paper goods. In 1967, the cost of the Swedish flag being too high, Svea transferred the *Staffan* to its branch in the Netherlands and reflag her.



At Marseille © Gérard Cornier

The *Staffan* was purchased in 1969 by Compagnie Armoricaine de Transports Maritimes who, despite a name referring to Brittany was based in Marseille. Renamed *Marie Aude* under French flag, she was devoted to coastal trade in the Mediterranean or was chartered on regular services to companies working in the Mediterranean.

That's when the *Marie Aude* started her life as an artist and began Transocean travelling. Her cargo was destined for countries on the Mediterranean coast, Northern Europe, the French ports of all the continental or overseas coasts, the Canary Islands and North and South America. Contingencies of international television co-productions could often send her to Quebec or Italy.



Arms trafficking



Police operations



Collision

The scenarios were full of storms, failures, collisions and various dangers. The *Marie Aude* crew discovered weapons hidden in crates of agriculture equipment and collided with a ship attempting an insurance scam. Men from the *Marie Aude* were confronted with conspiring south American military, Sicilian mafia or the pro-nuclear lobby. The real world seen with its less flattering sides irrupted onboard.



Arrival of the radioactive convoy



Loading



The drums after the explosion

In Episode 8 « Dangerous Cargo », the captain is persuaded to go sink 30 tons of radioactive waste in an underwater canyon « 25° North and 33° East ». The tongue of the actor playing the nuclear lobbyist must have slipped: such a position would have led the *Marie Aude* and her cargo somewhere along the Nile and not in the middle of the Mediterranean Sea.

The ship loads the drums of radioactive waste in Sète. She is followed by local fishermen exasperated by the discharge of red mud waste and oil spills polluting the Mediterranean and killing the fish. They peacefully protest the sinking. One of the more radical fishermen sets off an explosion. The drums are damaged. Exposure for an hour to the radioactive atmosphere would be fatal, the crew must evacuate. There is no port of refuge, no other choice than to sink the *Marie Aude*.



Departing Sète

Yet, the cargo ship will be saved by a sailor recruited at the last minute as replacement. This former captain of a cruise liner, banned from command following an accident at sea, returned unknown on board and brought the ship back to Sète. Irradiated, he will die shortly after, the *Marie Aude* will have to be decontaminated.

Back to real life, in 1978, the Compagnie Armoricaïne sells its two last ships, the *Marie Aude* and the *Marie Louise*.



Heraklion, August 2004, a rare picture of the ship in black © E. Papadakis

The *Marie Aude* then became the Greek *Ageliki II* operated by Gerasimos Kavadas, then in 1992, still under Greek flag, the *Kapetan Christos* owned by the Captain Christos Shipping Company, in Piraeus.



Rhodes, September 2006 © Brian Fischer

Her entire activity is dedicated to coastal trade in Greece and the Islands. She was delivered to the Turkish breakers on June 8, 2016.



January 2016 ©



Aliaga, June 2016 © Selim San

Until the end, the cargo ship kept her star signature on the hull.

Screen shots « Jo Gaillard » - 1975 – a ORTF-RAI-Screen Gems Canada-Europe 1 co-production

Sources:

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Editors and artistic directors: Christine Bossard, Jacky Bonnemains

Documentation and illustrations : Christine Bossard,
with Deborah Paduano, Charlotte Nithart and correspondents

Translation: Christine Bossard, Emilie Courtin
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